



2019

Historic District Master Plan
Adopted August 12, 2019

City of Roswell
TSW

ROSWELL GEORGIA HISTORIC DISTRICT MASTER PLAN

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ACKNOWLEDGMENTS

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City of Roswell City Council

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Historic District Master Plan Advisory Committee



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DISCOVERY



EXISTING CONDITIONS ANALYSIS

- » Purpose & Study Area
- » Analysis Maps

ONE

1



Discovery

PURPOSE & STUDY AREA

Vision

The Roswell Historic District is a place where historic structures and resources are valued, protected, and preserved, while allowing for growth and change that enhance and complement the City's historic fabric. It is a destination known throughout Georgia for its unique charm and diverse culture.

Purpose

This effort is a preservation-focused planning process for Roswell's Historic District. Its purpose is to establish a vision for how to accommodate growth in a way that considers best practices in historic preservation, community desires, and the current regulatory framework. The plan does not present development plans for specific sites, but rather seeks to identify the basic aspects of form and design that should apply to all private development based on the regulatory changes identified in Chapter XX. Complementary recommendations for public streets and open spaces are also provided.

The study area for this effort is the official Roswell Historic District, which is 544 acres or 0.85 square miles in area.

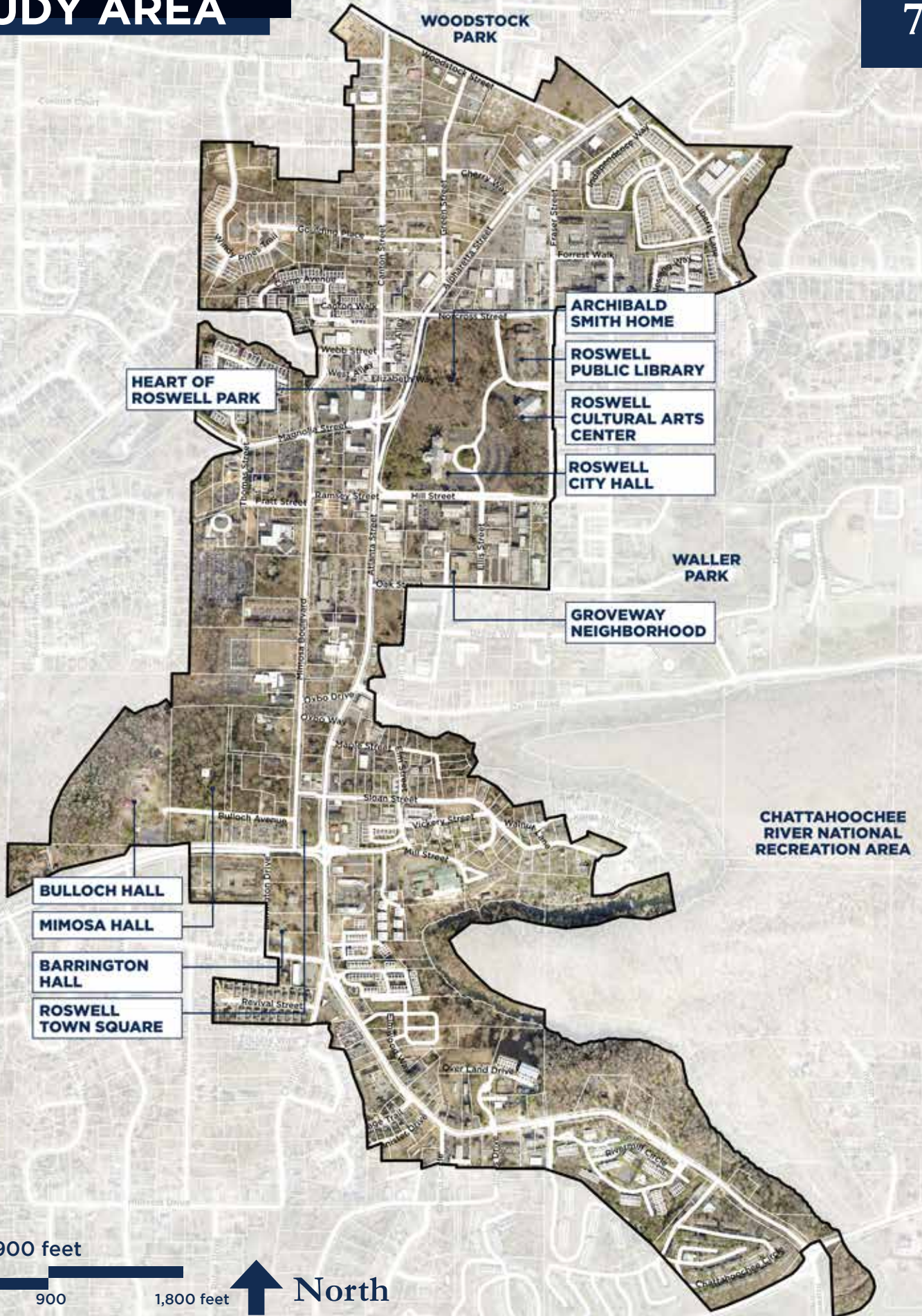


Canton Street



Mimosa Boulevard

STUDY AREA



Discovery

CHARACTER AREAS

The City of Roswell has designated specific Character Areas within the Historic District: Canton Street, Mimosa Boulevard, Bulloch Avenue, the Mill Village, and Highway 9. This master plan builds on these areas and makes recommendations to preserve the identity of each, while also accommodating future growth. The historic patterns found in the Character Areas are analyzed in more detail in Chapter 2.

The five Character Areas cover the majority of the Historic District and are based on areas in the Unified Development Code (UDC), with some adjustments. Some of the boundaries overlap south of Hill Street between Mimosa Boulevard and Atlanta Street, creating confusion about which Character Area applies. This is primarily a result of the double-frontage of the large properties between Mimosa Boulevard and Atlanta Street, causing the Mimosa Boulevard and Highway 9 Character Areas to overlap. Bulloch Avenue and Mill Village Character Areas also overlap with Highway 9. As shown in Chapter 4, these boundaries were revised in order to make changes to the UDC related to historic preservation.

Canton Street

The Canton Street Character Area is primarily defined by historic houses now used for commercial purposes. One- to two-story storefront buildings are located at the southern edge of the Character Area around the Heart of Roswell Park.

Mimosa Boulevard

Mimosa Boulevard has fairly large parcels with multiple historic (or partially historic) churches, other civic uses, and larger single-family

houses. Barrington Hall terminates the southern boundary.

Bulloch Avenue

Bulloch Avenue is the smallest Character Area. Mimosa Hall and Bulloch Hall comprise the majority of the land; however, some historic houses used for businesses are located between Marietta Highway and Bulloch Avenue east of Bulloch Hall.

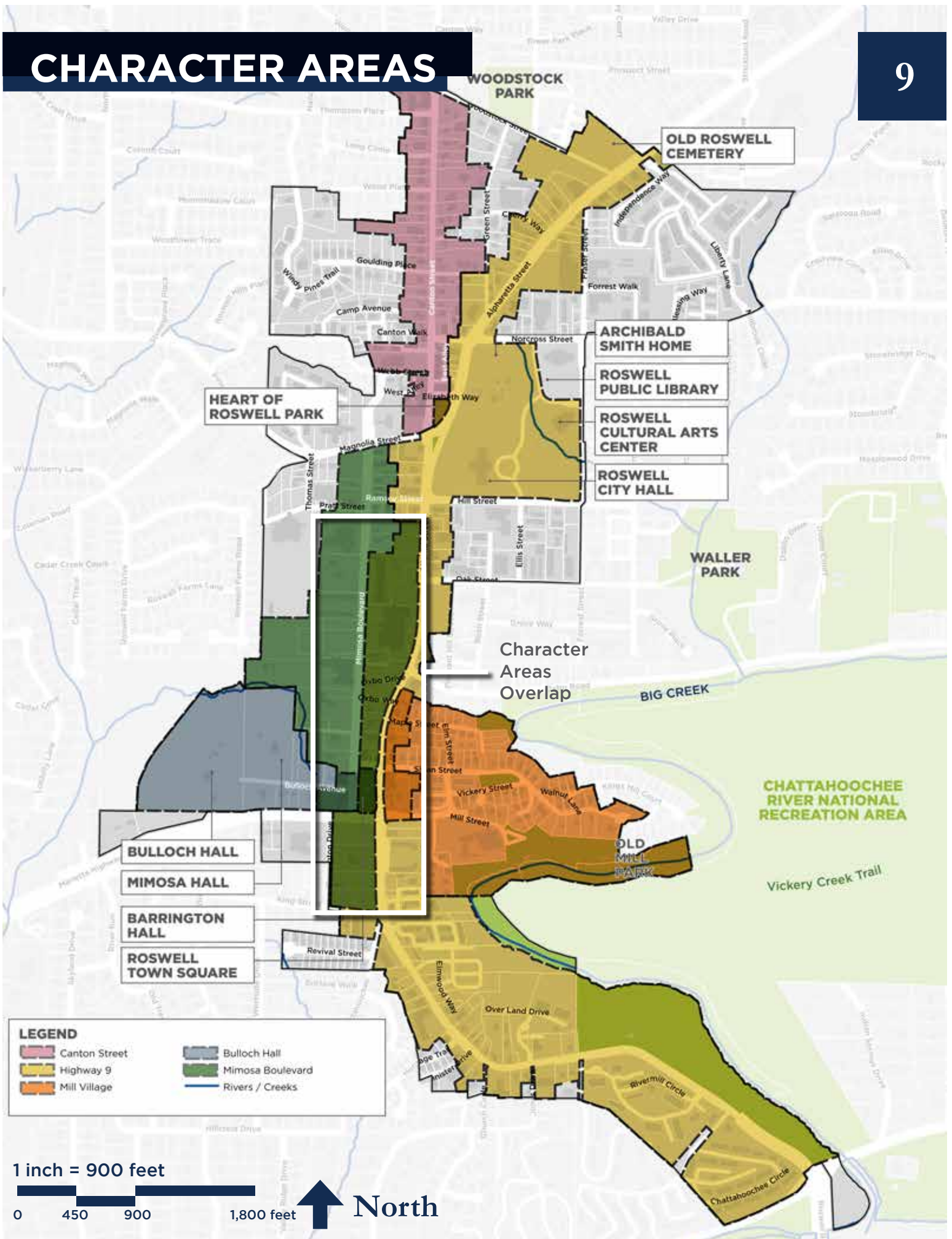
Mill Village

The Mill Village Character Area includes the historic Roswell Mill and surrounding small, single-family houses, as well as the Old Bricks townhouses adjacent to the Chattahoochee River National Recreation Area. Recently, some historic houses in this area have been demolished and replaced with new, larger homes.

Highway 9

The Highway 9 Character Area is the largest and most varied, spanning the entire district north to south. Few historic buildings are located in this area, but it does contain some historic houses, storefront buildings, and the Archibald Smith Home.

CHARACTER AREAS



LEGEND

- Canton Street
- Highway 9
- Mill Village
- Bulloch Hall
- Mimosa Boulevard
- Rivers / Creeks

1 inch = 900 feet



North

Discovery

HISTORIC RESOURCES

The City of Roswell conducted a Historic Resources Survey in 2000-2001, which was updated in 2017-2018. The 2017-2018 study documented historic resources built before 1977 inside and outside of the official Historic District. The map to the right shows the historic resources designated in the 2017-2018 survey that were built before 1968 (50+ years old). These resources were analyzed for historic patterns, as described in Chapter 2.

Local Historic Preservation

Roswell has been proactive in preserving historic resources for many years. The Roswell Historic District was established in 1971, the Historic Preservation Commission was started in 1978, and the Historic District was expanded in 1988. The City installed streetscape enhancements with historic character in the early 1990's, and the Roswell Historical Society has installed historic markers to identify significant buildings and sites. In addition, the Downtown Development Authority was restructured in 2012 to catalyze development downtown, and the UDC Design Guidelines were written to support future development that complement historic development patterns (Edwards Pittman Environmental, 2018).

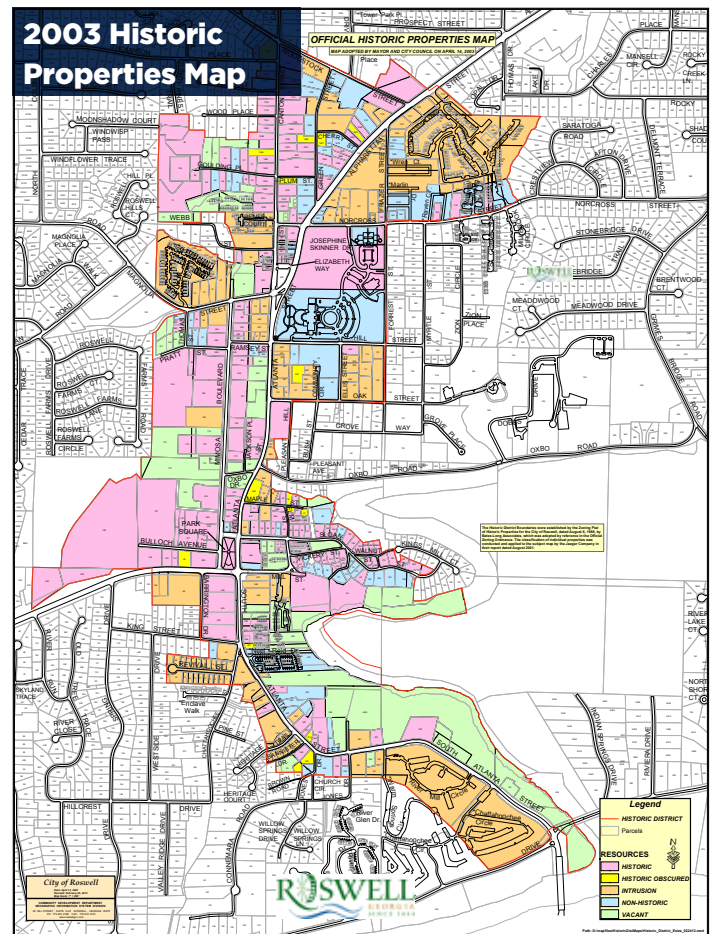
National Register of Historic Places

Roswell's Historic District is listed on the National Register of Historic Places (NRHP), along with three properties: Archibald Smith Home, Barrington Hall, and Bulloch Hall.

Official Historic Buildings

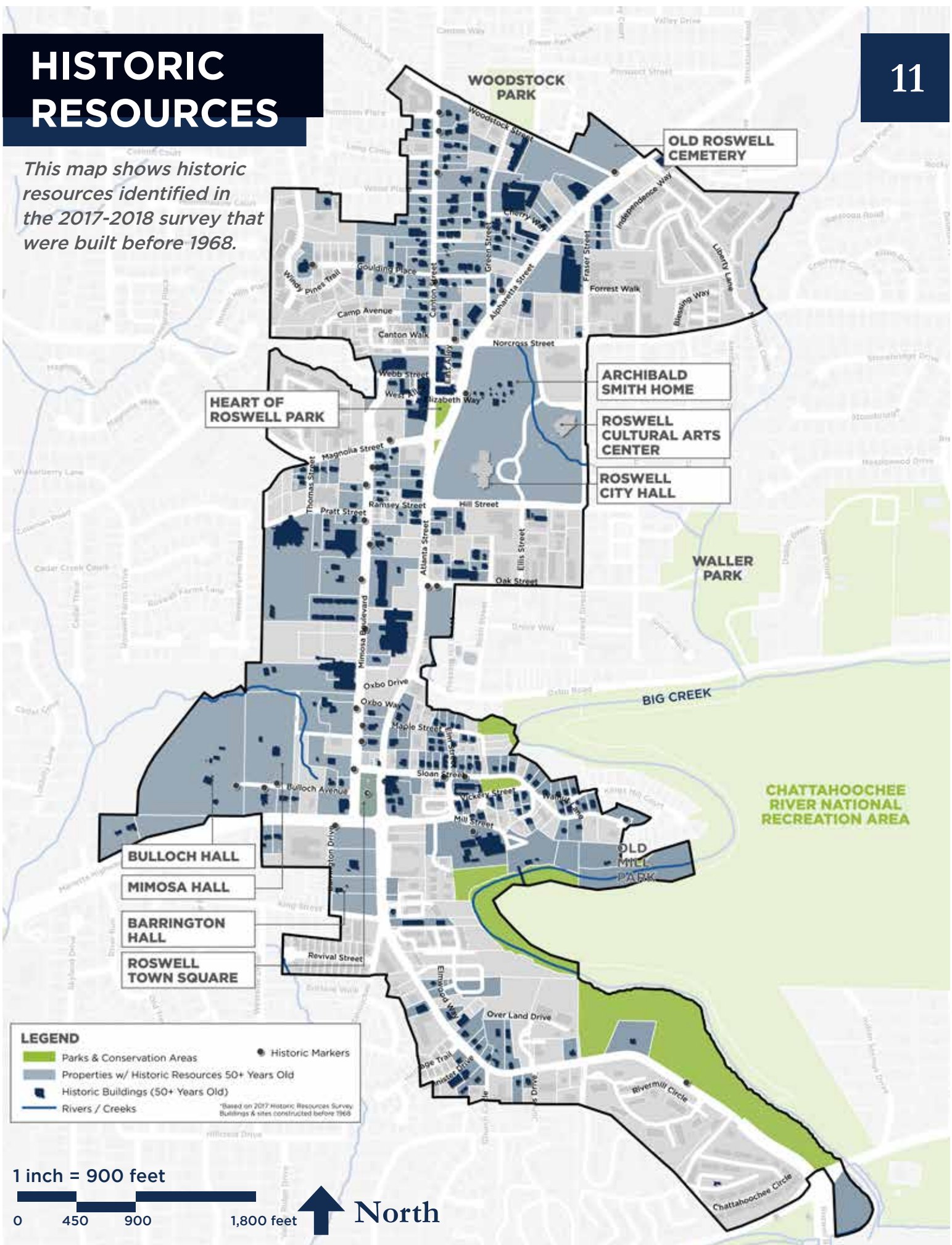
In 2003, the City of Roswell created a map to complement the 2000-2001 Historic Resources Survey. This map identifies all of the official

historic buildings within the Historic District, as well as their status. The 2017-2018 survey went beyond the Historic District boundary and reviewed 809 resources, 376 of which were previously identified. Of the previously identified resources, 53 are no longer extant.



HISTORIC RESOURCES

This map shows historic resources identified in the 2017-2018 survey that were built before 1968.



HEART OF ROSWELL PARK

OLD ROSWELL CEMETERY

ARCHIBALD SMITH HOME
ROSWELL CULTURAL ARTS CENTER
ROSWELL CITY HALL

WALLER PARK

CHATTAHOOCHEE RIVER NATIONAL RECREATION AREA

BIG CREEK

OLD MILL PARK

BULLOCH HALL
MIMOSA HALL
BARRINGTON HALL
ROSWELL TOWN SQUARE

LEGEND

- Parks & Conservation Areas
- Properties w/ Historic Resources 50+ Years Old
- Historic Buildings (50+ Years Old)
- Rivers / Creeks
- Historic Markers

*Based on 2017 Historic Resources Survey Buildings & sites constructed before 1968

1 inch = 900 feet

0 450 900 1,800 feet

↑ North

Discovery

ZONING

Properties within the Roswell Historic Overlay District (HOD) fall with several Downtown Districts as well as other zoning districts. Historic District Guidelines apply within the District. Opportunities exist to align the zoning code and Guidelines.

Downtown Historic Districts

The Downtown (D-) Historic Districts in the study area include:

- DR: Downtown Residential
- DX: Downtown Mixed-Use
- DS: Downtown Shopfront
- DH: Downtown House

Parcels zoned DX are primarily along Highway 9, while those zoned DH are primarily within the Canton Street, Mill Village, and Bulloch Avenue Character Areas. DS zoning is located in two key locations: commercial buildings around the Roswell Town Square and Heart of Roswell Park on Canton Street and Elizabeth Way. DR parcels are located off of the main corridors of the Historic District.

Other Districts

Other zoning districts in the study area include single-family residential districts, mixed-use residential, industrial flex, civic, and institutional. Civic uses comprise many of the larger parcels in the center of the Historic District.

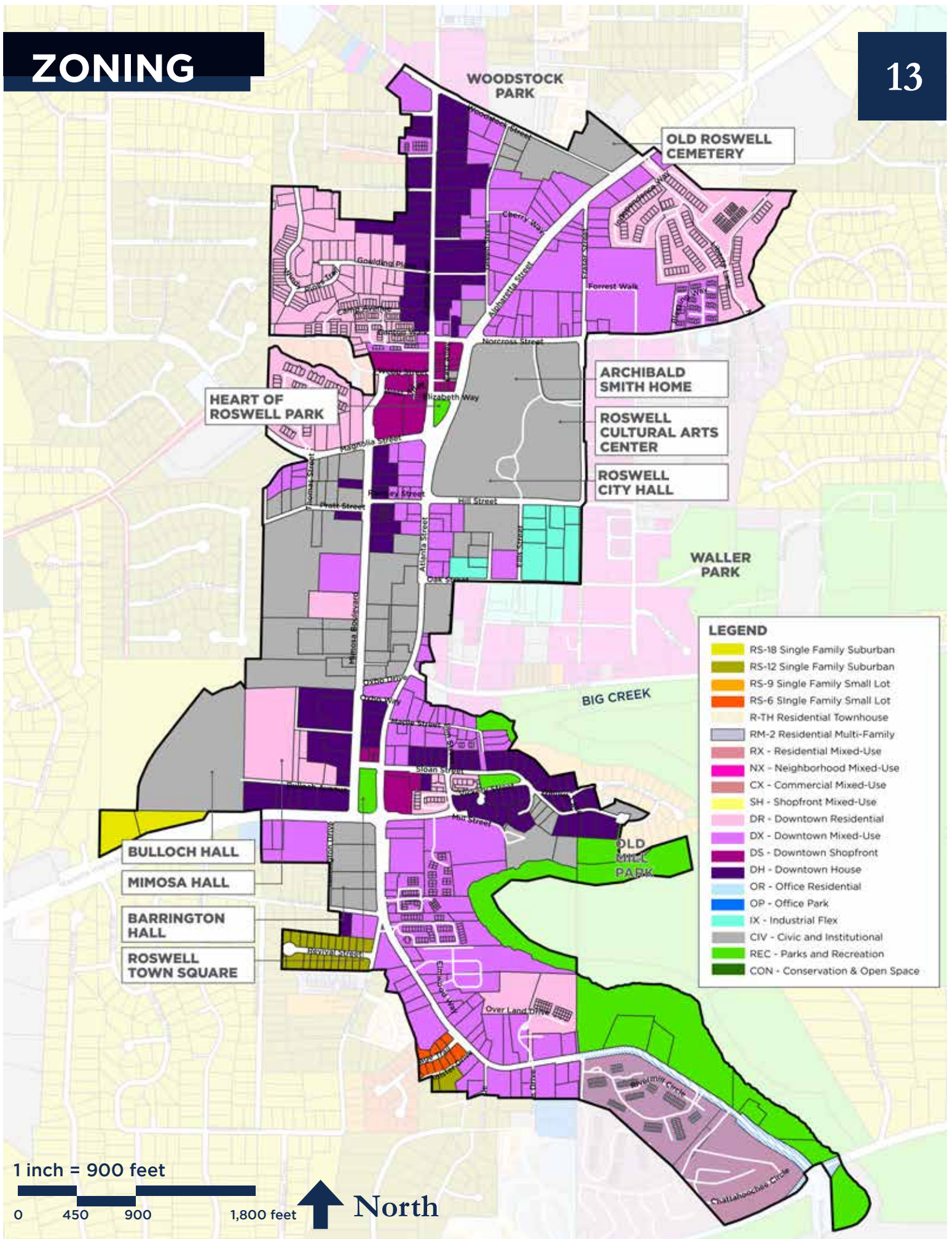
Historic Overlay District (HOD)

The Overlay was created to protect Roswell's historical, architectural, cultural, and aesthetic heritage. The Overlay designates portions of the city with historic protection and review by the Historic Preservation Commission.

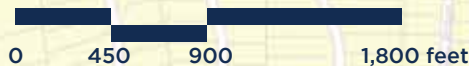
Historic District Design Guidelines

The Historic District Design Guidelines were created in 2014 in order to implement City plans and policies, help implement and interpret the UDC, and guide design review by the Historic Preservation Commission and the City. The guidelines are intended to ensure that new development and changes to existing properties protect Roswell's distinct character.

The guidelines build on the UDC to address design details like building massing and compatibility with the surrounding context. They provide details regarding site planning standards, including building placement and scale, connectivity for pedestrians and cars, open space patterns, parking, landscaping, and streetscape elements. Building design guidelines offer many details about architectural features and include standards for setbacks to maintain compatible scale.



1 inch = 900 feet



North

Discovery

COMMUNITY RESOURCES

The Roswell Historic District contains many important community resources, defined as either places where people can gather or public amenities that serve the community, such as government buildings, schools, and libraries. Roswell is uniquely situated near to the Chattahoochee River and the Chattahoochee River National Recreation Area, providing a grand entrance from the south.

Landmark Houses

In addition to small historic houses and commercial buildings, Roswell has a collection of Landmark Houses that have been preserved as museum spaces: Bulloch Hall, Barrington Hall, and the Archibald Smith Home. The City of Roswell recently acquired Mimosa Hall for preservation.

Public Amenities

The City Hall complex is centrally located in the Historic District, on the same block as the Archibald Smith Home, Cultural Arts Center, and Roswell Public Library. However, despite this location, access between City Hall and the rest of the District is poor.

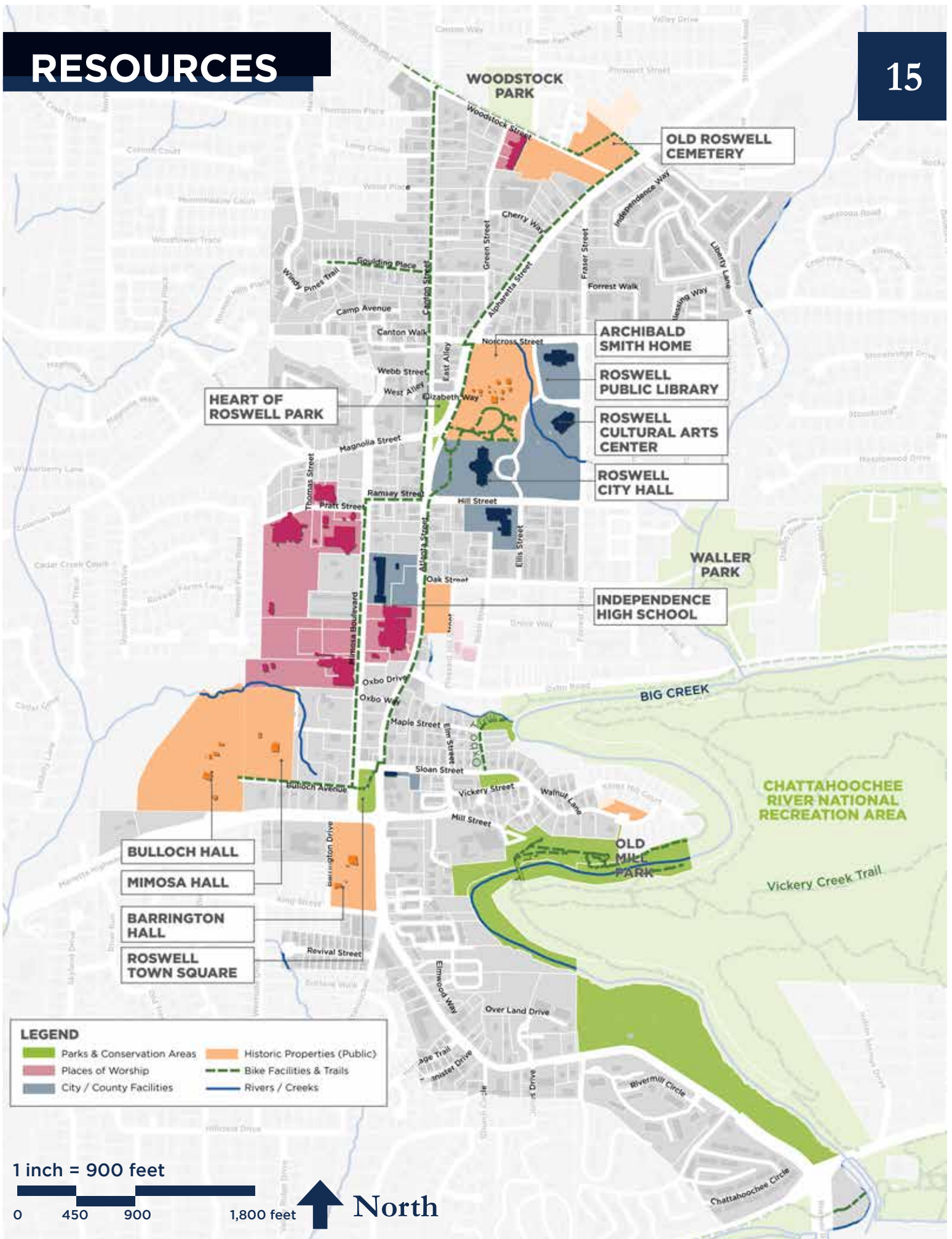
Independence High School returned to the current historic campus on Mimosa Boulevard in early 2018 and serves as an alternative school for students who take specific classes on this campus and then return to their “home schools.”

Places of Worship

The Historic District is home to many places of worship, serving people following many different religions, including Roswell United Methodist Church, Roswell Presbyterian Church, Temple Kehillat Chaim, Roswell First Baptist Church, and Atlanta Street Baptist Church. Many of these buildings or portions of them are considered historic resources.

Parks & Open Space

A few small parks and open spaces are located in the Historic District, including Roswell Town Square, Heart of Roswell Park, Old Mill Park, and the City Hall complex. There are also three cemeteries: Founders Cemetery, Old Roswell Cemetery, and the Presbyterian Church Cemetery. Perhaps the most significant open space is the Chattahoochee River National Recreation Area, which offers trails, protected forests, and access to the Chattahoochee River. Improving access to this incredible resource is a major opportunity for the Historic District and would highlight the historic importance of the river for Roswell.



Discovery

CONNECTIVITY

Connectivity between major destinations in the Historic District is interrupted by key corridors, such as Atlanta Street / Highway 9. The Historic District is served by streets, sidewalks, bike lanes, some trails, and a MARTA bus route. Opportunities exist to enhance connectivity in the District, particularly for pedestrians and cyclists.

Streets

Parts of the street grid in the Historic District are broken, inhibiting vehicular and pedestrian connectivity. This limits options for distributing car traffic on alternative routes, which exacerbates traffic congestion on Highway 9. Highway 9 is also a major barrier for pedestrians and has incomplete or narrow sidewalks, faded or non-existent crosswalks, wide vehicle lanes, and high-speed traffic that is inappropriate for a pedestrian-scale area. Many streets that are not considered major corridors have narrow rights-of-way and few sidewalks.

Sidewalks

Sidewalks exist on most streets in the Historic District; however, they are narrow or broken in some locations, such as Highway 9. Green Street lacks sidewalks, and other streets only have them on one side. The lack of sidewalks inhibits pedestrian connections to the Chattahoochee River and between different ends of the District.

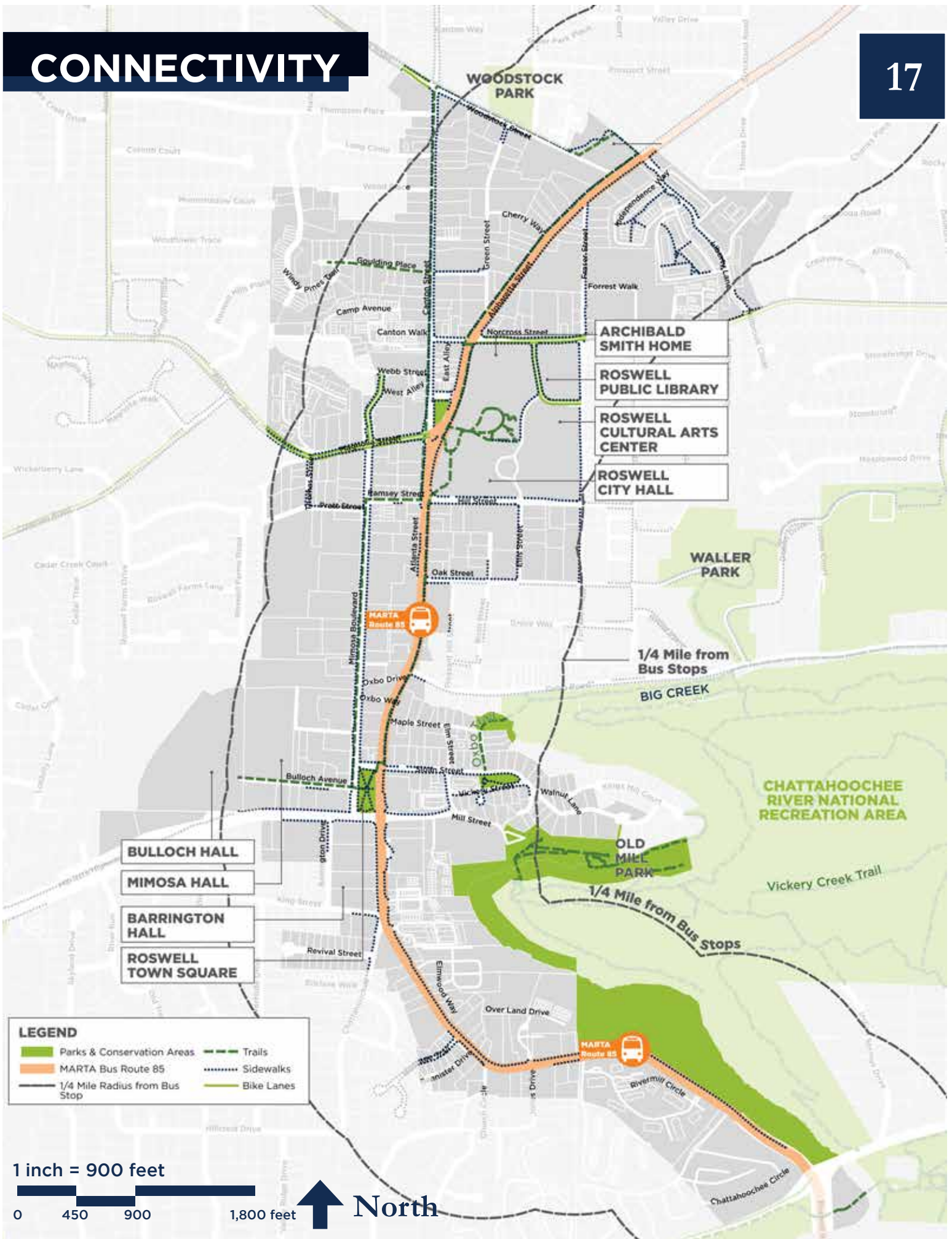
Bicycle Facilities

Bicycle facilities in the Historic District are limited to narrow bike lanes or sharrows on Highway 9 and Mimosa Boulevard. Additional bicycle facilities on local streets could improve the ability to bike between destinations. Trails in the Chattahoochee River National Recreation Area provide an opportunity for recreational cycling, but access via bike from places in the Historic District is practically non-existent.

Bus Routes

MARTA bus route 85 serves the District along Highway 9. Much of the Historic District is within half-mile of a bus stop. Commuters can travel to Atlanta by taking this bus south to North Springs MARTA station, or north to the Mansell Park and Ride. Buses arrive only every 30-60 minutes. The presence of this bus route improves regional connectivity, but also makes the Historic District more accessible for those who live elsewhere in Roswell and can take the bus and then walk to their destination.

CONNECTIVITY



HISTORIC FORM ANALYSIS

ANALYZING ROSWELL'S HISTORIC PATTERNS

- » Methodology
- » Historic Patterns

TWO

2



Historic Form Analysis

METHODOLOGY

A historic form analysis was conducted based on the established Character Areas in the Historic District (see map on page 21). The analysis aimed to determine specific historic patterns that would drive the recommendations for UDC changes, in order to ensure compatible future development and the preservation of historic resources.

Process

The City of Roswell does not have a designated “period of significance” or specific designated buildings, other than the Landmark Houses (see page 28) listed on the National Register. Because of this, the historic form analysis began with the 2017-2018 Historic Resources Survey, but excluded buildings from after 1968.

Conditions were documented through site visits, photographs, Google Earth, and GIS analysis. Lot metrics that could be updated in the UDC were measured to make sure future development matches the existing historical patterns. Setbacks, height, and lot coverage were measured based on UDC standards. GIS data used may not exact because they are not based on official surveys. Lot metrics measured include:

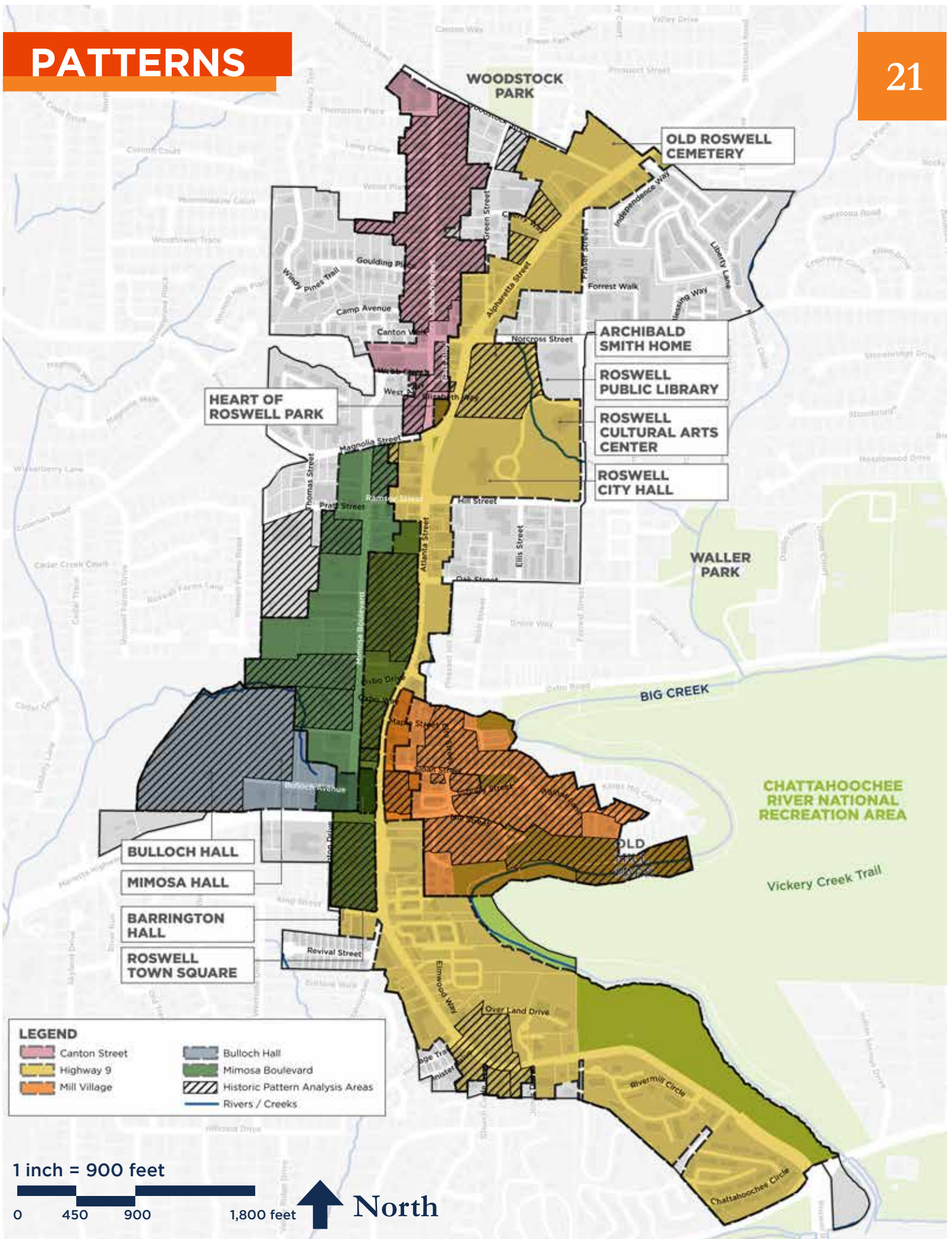
- Side Setbacks (where side setbacks on a site are different, the lesser of the two was used)
- Front Setbacks
- Building Type (using UDC building types)
- Building Frontage (porch, stoop, outdoor dining, shopfront)
- Building Height (number of stories)
- Landscape Frontage (landscape, full parking, half parking, outdoor dining)
- Lot Coverage

Historic Patterns

The following eight pattern areas were determined for detailed analysis. These were based on the Character Areas and those areas with a strongest sense of historic identity.

- Canton House
- Mimosa House
- Mill Village House
- Highway 9 House
- Townhouse
- Civic
- Mill
- Landmark House

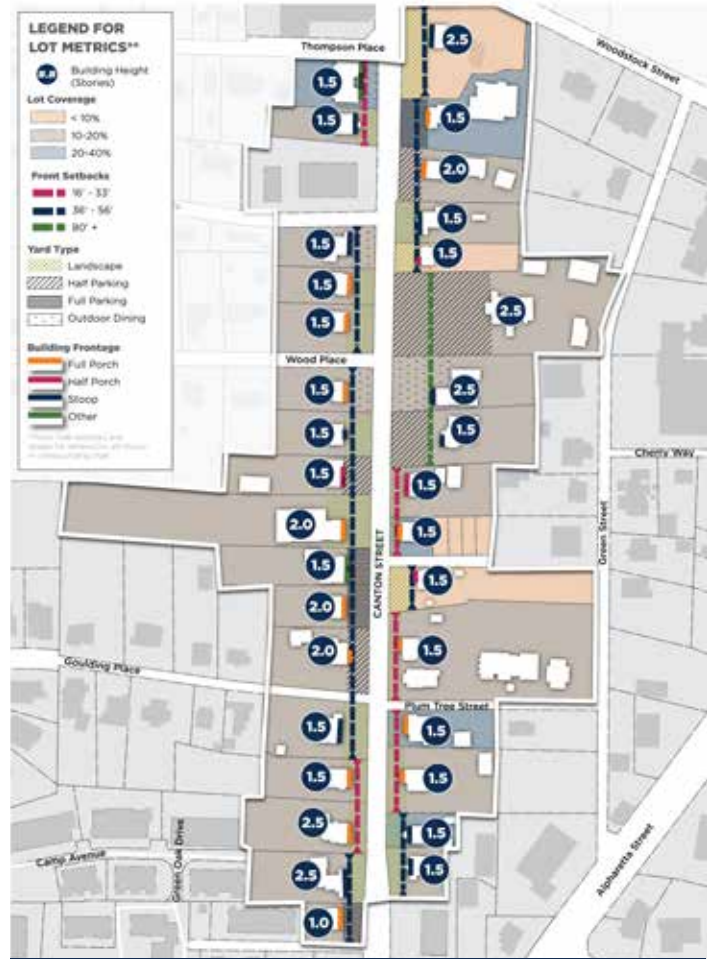
The analysis revealed that there is no prevailing pattern for lots, building types, or building design throughout the Historic District, but that certain Character Areas do show stronger patterns. This emphasizes the importance of basing recommended UDC changes on Character Areas, if these changes are to truly reflect Roswell’s unique sense of place. This chapter summarizes the findings of the historic form analysis; larger maps of each of the patterns are located in the Appendix.



Historic Form Analysis HOUSES

Canton House Pattern Area

The majority of buildings within this pattern area are 1.5-story historic houses used for businesses. They have porches but front setbacks vary significantly. The typical range for a front setback is 36 to 56 feet, but some buildings have much larger or smaller front setbacks. More than half of the lots have a landscaped frontage, but others have parking in a part or all of the front yard.

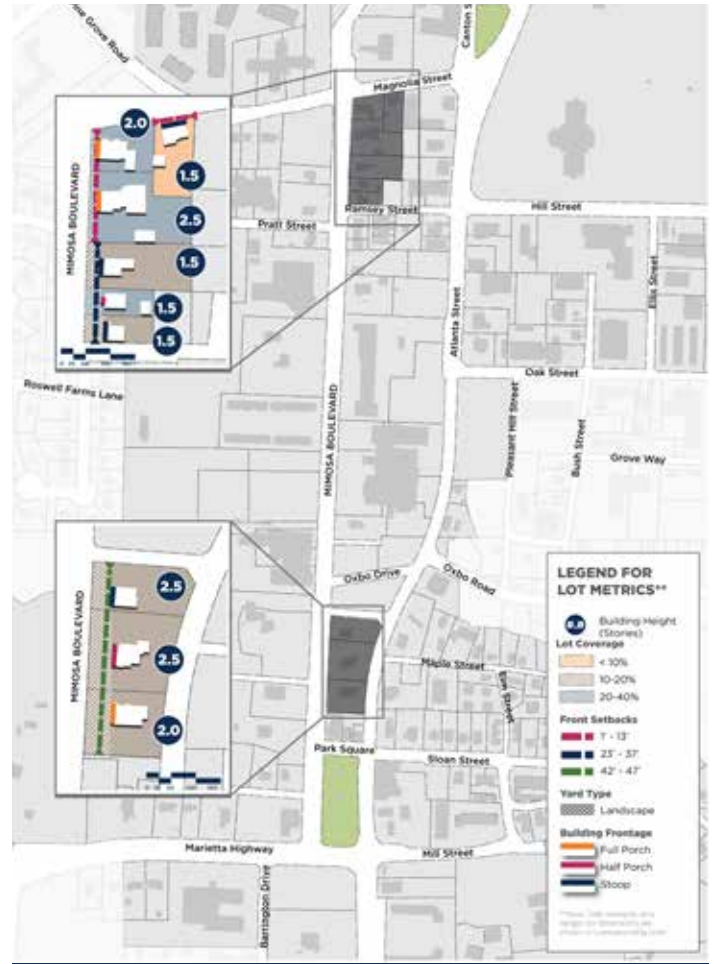


Canton House Pattern Diagram

Element	Metric (typ.)
Lot Coverage	10% to 20% (avg. 14%)
Front Setback Range	36 to 56 feet
Side Setback Range	4 to 20 feet
Building Height	1.5 stories
Building Frontage	Porch or Half Porch
Yard Frontage	Landscaping

Mimosa House Pattern Area

Houses in this pattern area are typically 2 to 2.5 stories and most have a porch or a half porch. Buildings are located closer to the street, and many parcels span between Mimosa Boulevard and Atlanta Street, creating a double frontage condition. Lot coverage is similar to that in the Canton House Pattern Area, and most front yards are landscaped.



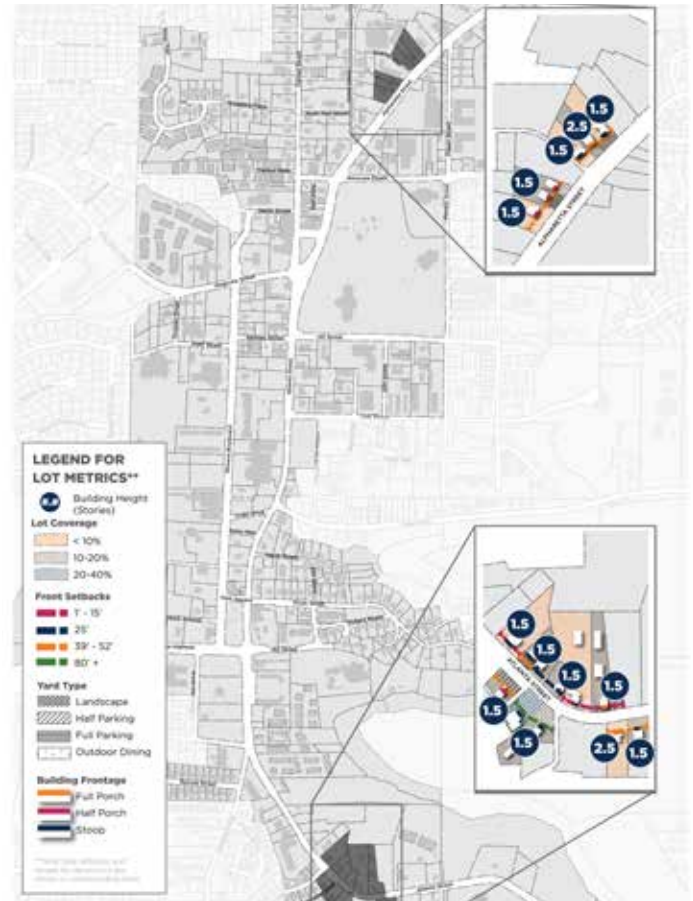
Mimosa House Pattern Diagram

Element	Metric (typ.)
Lot Coverage	10% to 20% (avg. 15%)
Front Setback Range	10 to 30 feet
Side Setback Range	5 to 12 feet
Building Height	2 to 2.5 stories
Building Frontage	Porch or Half Porch
Yard Frontage	Landscaping

Historic Form Analysis HOUSES

Highway 9 House Pattern Area

Few historic houses and buildings exist along Highway 9. The majority of houses in this pattern area are currently used for commercial purposes. The majority also have 1.5 stories, a stoop rather than a porch, and a landscaped frontage. Front setbacks vary, with most between 24 and 50 feet.

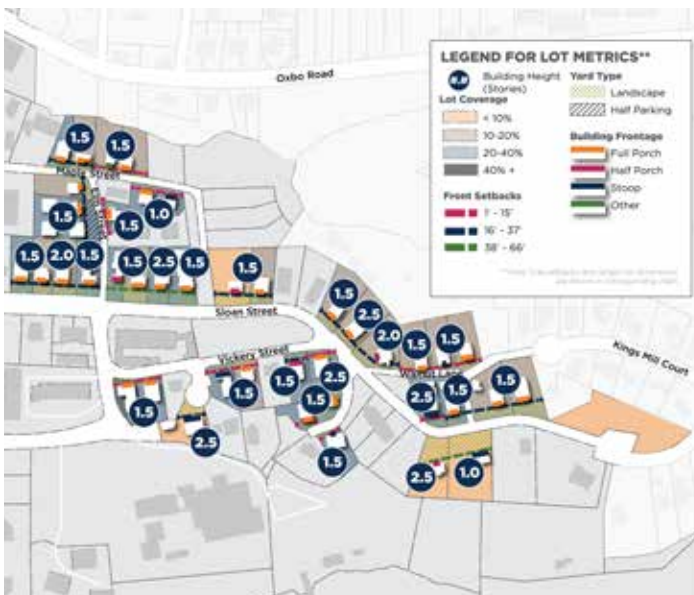


Highway 9 House Pattern Diagram

Element	Metric (typ.)
Lot Coverage	10% to 20% (avg. 12%)
Front Setback Range	24 to 50 feet
Side Setback Range	2 to 14 feet
Building Height	1.5 stories
Building Frontage	Stoop (>50%)
Yard Frontage	Landscaping (>50%)

Mill Village House Pattern Area

Some of the houses within this pattern area have been demolished since the 2000-2001 Historic Resources Survey. The 2017-2018 Survey and this analysis reflect those changes. Houses in the Mill Village, many of which were originally built as duplexes, typically sit on smaller lots than those in the Canton and Mimosa House Pattern Areas, and are located much closer to the street, with an average front setback of 21 feet. The majority of the houses are 1.5 stories tall, with a full porch and landscaped front yard.



Mill Village House Pattern Diagram



Element	Metric (typ.)
Lot Coverage	10% to 20% (avg. 19%)
Front Setback Range	10 to 30 feet (avg. 21 feet)
Side Setback Range	7 to 15 feet (avg. 10 feet)
Building Height	1.5 stories
Building Frontage	Full Porch
Yard Frontage	Landscaping

Historic Form Analysis

SHOPFRONT, TOWNHOUSE, MILL

Shopfront Pattern Area

The Shopfront pattern occurs only on Canton Street at the intersections of Webb Street and Elizabeth Way, and adjacent to the historic Roswell Town Square. These buildings are characterized by a zero-foot front setback and a zero-foot side setback in most cases. The majority of the shopfront buildings are one-story tall with a flat roof; however, a few are two stories and accommodate a mix of uses upstairs. Local shops and restaurants use the majority of these buildings.



Shopfront Pattern Diagram

Element	Metric (typ.)
Lot Coverage	40% to 100% (avg. 70%)
Front Setback Range	0 feet
Side Setback Range	0 to 1 feet
Building Height	1 story
Building Frontage	Shopfront
Yard Frontage	None

Townhouse Pattern Area

Historic townhouses exist in only one location within the Historic District: the Old Bricks in the Mill Village. Newer and much larger townhouses are located in various parts of the Historic District. The historic townhouse pattern includes a 30-to 40-foot front setback, and a zero-foot side setback with attached units. They originally had full porches but now have stoops. They are two stories tall and have a landscaped front yard.

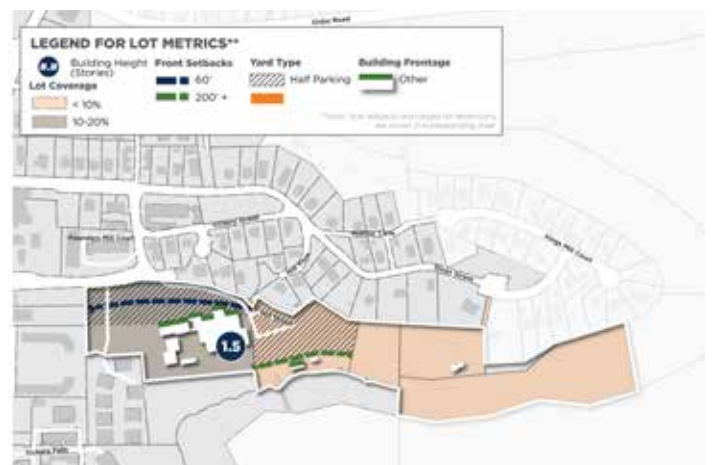


Townhouse Pattern Diagram

Element	Metric (typ.)
Lot Coverage	40% to 44%
Front Setback Range	30 to 40 feet
Side Setback Range	0 feet (attached units)
Building Height	2 stories
Building Frontage	Stoop
Yard Frontage	Landscaping

Mill Pattern Area

The Roswell Mill is important to analyze as a historic pattern because of its significance to the city's development, and because it is located adjacent to the Mill Village. The Mill's lot coverage is similar to the typical Mill Village House, but on a larger scale. The building height is also 1.5 stories, like the Mill Village Houses, but the front and side setbacks are much larger. The property currently allows some parking in the frontage, but the majority of the lot is landscaped.



Mill Pattern Diagram

Element	Metric (typ.)
Lot Coverage	19%
Front Setback Range	63 feet
Side Setback Range	18 feet
Building Height	1.5 stories
Building Frontage	Other
Yard Frontage	Half parking

Historic Form Analysis

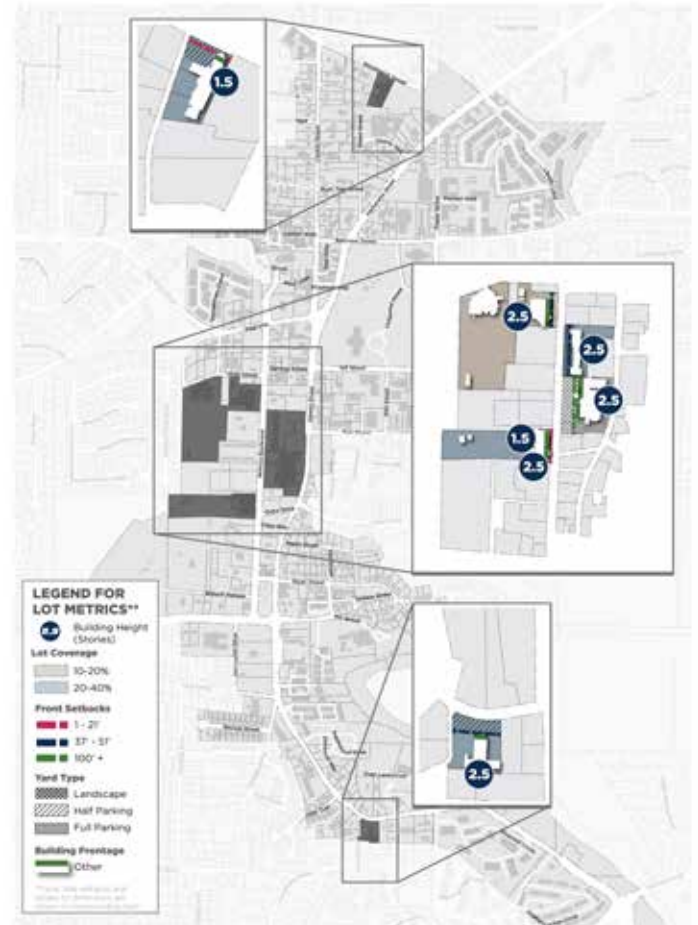
CIVIC & LANDMARK HOUSE

Civic Buildings Pattern Area

Civic buildings are set farther from the street than the other building types, and the majority of the buildings are 2.5 stories tall with a landscaped frontage. Lot coverage varies widely, largely due to the fact that many civic buildings have an associated campus.



Courtesy: Edwards-Pitman Environmental



Civic Pattern Diagram

Element	Metric (typ.)
Lot Coverage	19% to 42%
Front Setback Range	No Pattern
Side Setback Range	No Pattern
Building Height	2.5 stories
Building Frontage	Other
Yard Frontage	Landscaping

Landmark Houses Pattern Area

29

Landmark Houses in the Historic District are Bulloch Hall, Barrington Hall, Mimosa Hall, Archibald Smith Home, and the Primrose Cottage. All of the houses analyzed are 2.5 stories tall with a full porch and cover less than 5% of their lots. Front and side setbacks are quite deep, with large landscaped frontages and distinct site designs.



Landmark House Pattern Diagram



Element	Metric (typ.)
Lot Coverage	<5%
Front Setback Range	150 to 275 feet (avg. 211')
Side Setback Range	50 to 300 feet (avg. 240')
Building Height	2.5 stories
Building Frontage	Full Porch
Yard Frontage	Landscaping

PUBLIC OUTREACH

UNDERSTANDING THE COMMUNITY'S PREFERENCES

- » Overall Strategy
- » Walking Tours
- » Advisory Committee
- » Charrette
- » Final Open House

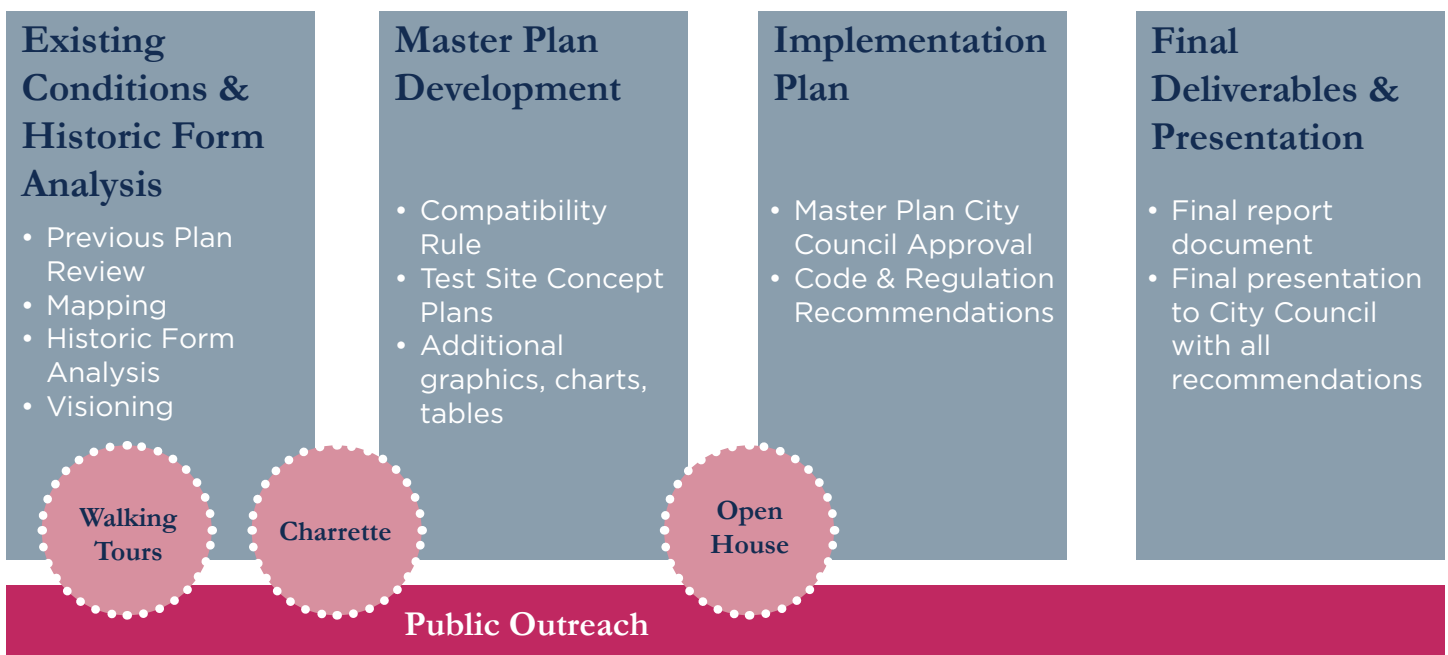
THREE 3



Public Outreach

OVERALL STRATEGY

Public outreach for this effort utilized a variety of engagement techniques in order to provide input on the vision for the Historic District and the preliminary recommendations. Outreach began in November 2018 with Walking Tours, and included four Advisory Committee Meetings, a two-day charrette, and a public open house.



An Involved Community

The citizens of Roswell were very engaged throughout the entire process. All public meetings were well attended and many attendees provided follow-up feedback after the meetings. In addition to the scheduled public meetings held at City Hall, members of the community requested separate information sessions. One was held on January 14, 2019 at Gate City Brewing, and another was held on January 16, 2019 at Deep Roots Wine Market and Tasting Room. Both of these events

attracted hundreds of people. Their purpose was to direct people to the public open house the following week.

In addition to the general public, an Advisory Committee was established (page 34) to represent the community and provide constructive feedback on draft ideas before presenting them to the public. The Committee was also tasked with promoting public meetings and the master plan effort.

WALKING TOURS

80+ People Each Day!

Two days of walking tours (on November 3 and 4, 2018) served to kickoff the planning process, and proved to be very popular, with more than 80 people in attendance each day. Each tour included two routes: one along Canton Street and Green Street, and another along Mimosa Boulevard and Atlanta Street.

FEEDBACK FROM WALKING TOURS

33

- Many new buildings on Canton Street are too large, with materials do not match the historic character
- Design should address different conditions and patterns
- Green Street could be an appropriate location for higher density development
- More sidewalks are needed, especially on Green Street
- Crosswalks need to be more visible
- Connections are needed between Canton Street and Green Street
- Require developers to retain trees
- Traffic needs to slow down on Canton Street and Mimosa Boulevard

**SAY HELLO ON THE
WALKING TOUR!**



ADVISORY COMMITTEE

Members of the Advisory Committee were appointed by City Council and included members of the Historic Preservation Commission, local architects, real estate professionals, citizens, and developers. All Advisory Committee meetings were held at City Hall in Room 220 and were open to the public.

Advisory Committee Meeting #1 October 30, 2018 - 7:00 p.m.

The purpose of the first Advisory Committee Meeting was to introduce the planning effort, summarize the analysis, and present the following potential regulation tools that could balance historic preservation with future growth.

- **Regulating Plans:** a zoning map showing site-specific standards by parcel
- **Compatibility Rule:** written regulations that link standards to existing patterns, generally along the same block face
- **Subareas:** the creation of subareas with different standards, which could be tied to block face, street, or other features (this could incorporate regulating plans or the compatibility rule)
- **Hybrid:** regulations that incorporates various aspects of the three tools above

After receiving feedback from the committee, these options were presented at the public charrette, along with more detail about the historic form analysis (see Chapter 2 - Historic Form Analysis).

Advisory Committee Meeting #2 December 6, 2018 - 7:00 p.m.

The purpose of this meeting was to review the results from the public charrette, much of which was in alignment with the Advisory Committee's comments during initial interviews and their first meeting. The first draft of the Compatibility Rule was presented at the end of the charrette and at this Advisory Committee meeting. Feedback included the following:

- The plan is an opportunity for the future, and it is encouraging positive discourse
- Concerns about how this process would reach eventual consensus on how to proceed with code changes
- Compatibility Rule seems to be horizontally focused—considerations need to be made for transitions between Character Areas
- Compatibility Rule makes sense for the most part because it allows creativity and flexibility, but some areas have a lot of variation—it would be helpful to see test sites
- Cadence between lots should be maintained in addition to lot metrics
- Not all of the larger buildings are bad, but there is a better place for them—density should respect the surrounding context
- Recommendations need to leave considerable discretion to the Historic Preservation Commission

Advisory Committee Meeting #3

January 8th, 2019 - 7:00 p.m.

This meeting included a review of the second iteration of the Compatibility Rule, including the process of establishing compatibility on individual lots. The Committee also vetted the overall recommendations for other historic preservation ideas, land use, transportation, and parks and open space. Feedback included the following:

- Character Areas need to be more prevalent in the recommendations
- City should determine what is historic and conduct all lot measurements before the Compatibility Rule is in place
- Developers who want to subdivide large lots could circumvent protections for larger landmark houses and the Compatibility Rule
- Highway 9 is fragmented and has few historic buildings, so the Compatibility Rule could reduce creativity—show different options for Highway 9

Advisory Committee Meeting #4

February 6th, 2019 - 7:00 p.m.

The final Advisory Committee meeting involved an in-depth review of the revised recommendations based on Character Areas. These draft recommendations proposed more stringent standards for new development in those areas with the greatest historic resources, but less stringent standards in other areas. The Committee raised the following concerns:

- Large corner lots within the Historic District could result in large building faces
- Codifying too much inhibits creativity and lowers property values
- Mass and scale could be controlled by tying building height to width
- Metrics for “design excellence” should allow exceptions to the code

ADVISORY COMMITTEE INTERVIEWS

35

November 27-28, 2018 (during Charrette)

The planning team held individual, hour-long interviews during the with members of the Advisory Committee. The main themes from these interviews included the following:

- Connectivity between Canton Street and the Roswell Town Square is lacking, both visually and in terms of access. All of the historic areas are somewhat disjointed, and connectivity will be key for the success of the Historic District.
- The plan should consider the connection to the Chattahoochee River because of its significance to the history of Roswell. Pedestrians and cyclists should be able to access the River and the trails in the National Recreation Area.
- Some recent developments have not respected the scale of historic structures or sites.
- Green Street presents an opportunity for higher density development. There are other areas within the Historic District that could also be good locations for redevelopment.
- Green infrastructure should be considered for the parks and open spaces.
- Different types of housing options, including affordable units, should be accommodated in the Historic District, rather than only townhouses.
- Lot size and current zoning requirements are barriers to redevelopment.

Public Outreach **CHARRETTE**

Approximately **120** people attended the two-day Charrette held at Roswell City Hall on November 27-28, 2018. The public was invited to visit and participate throughout the two full days, but an evening meeting at the end of each day allowed for more detailed public engagement. Multiple facilitated and open exercises solicited input about historic patterns, development preferences, project and policy ideas, land use, transportation, and test site and concept plan drawings.

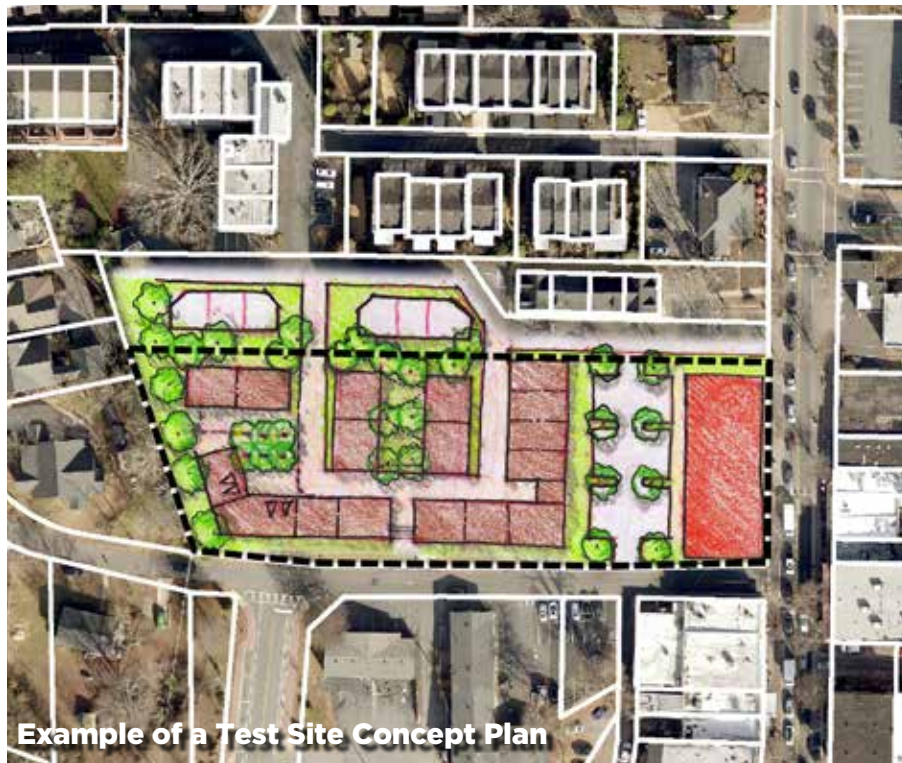
Day 1

The evening meeting began with a presentation to introduce the effort, describe the process, summarize existing conditions and the historic form analysis, and share results of initial public input. Attendees were invited to participate in various exercises and work with designers to consider different options on the test sites.

Day 2

Throughout the day, test site concept plans were revised based on feedback from Day 1 and input was gathered on the concept plans to make additional refinements. Preliminary recommendations were produced for historic preservation, development, land use, transportation, and parks and open space, and these were presented at an evening open house.

The major zoning recommendation was the proposed creation of the “Compatibility Rule,” which would ensure future development is compatible with existing historic buildings within 300 feet. Though attendees generally approved of this approach, the rule was refined based on additional Advisory Committee meetings (page 34) and the Final Open House (page 39).



CHARRETTE FEEDBACK

Connectivity

- Connect the entire Historic District with sidewalks and visible crosswalks
- Fix major breaks in connectivity between Canton Street and Roswell Town Square / Atlanta Street
- Connect to the Chattahoochee River with trails, sidewalks, and paths
- Use the pattern of Mimosa Boulevard because it feels the most walkable
- Add new parking lots or decks to address parking issues
- Make the pedestrian connection from the City Hall parking lot to Canton Street safer

Development Preferences

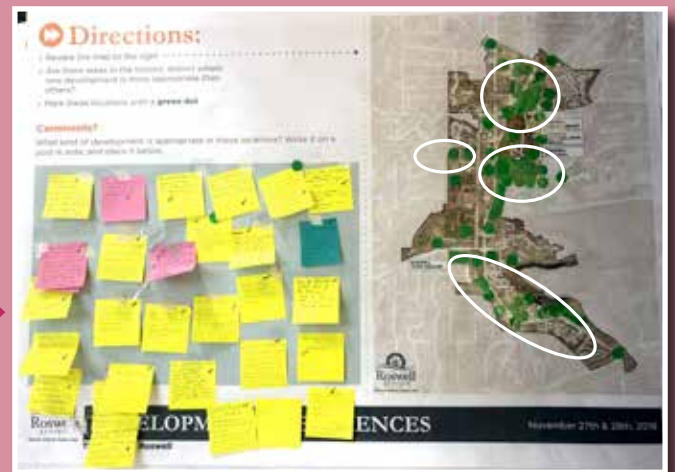
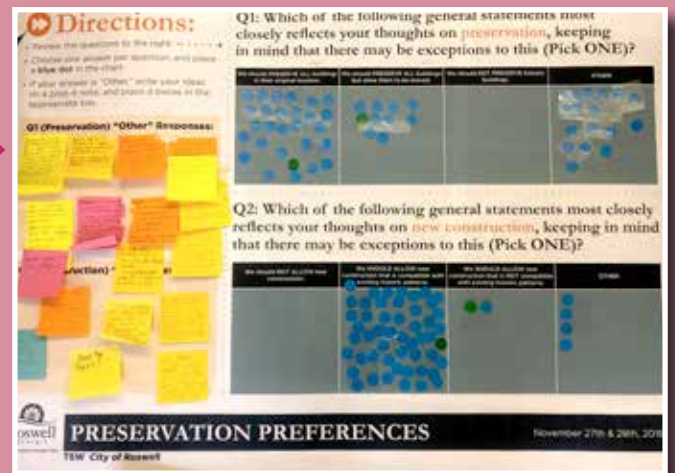
- Preserve all historic buildings in their original locations
- Allow new construction that is compatible with existing historic buildings
- Blend infill development with the existing historic patterns
- Preserve landscapes, natural resources, and historic sites
- Identify specific historic sites and buildings, because sites add character and not all buildings are historically significant
- Utilize the “Compatibility Rule” to guide new development

Development Opportunities

- South of Hill Street between Atlanta Street and Forrest Street
- Along Atlanta Highway on Southern end of the Historic District
- Alpharetta Street and Green Street
- South of Magnolia Street

Other Ideas

- Close Canton Street to vehicle traffic
- Improve walkability and make connected walkways
- Preserve green spaces and trees because they contribute to the historic character
- Encourage “green buildings” and solar energy
- Improve lighting along streets and in parks
- Incorporate art and history
- Place a moratorium on building until this plan is finished



Visual Preference Survey Results

The Visual Preference Survey was one of the open exercises at the charrette. Participants reviewed photos of residential, commercial, and mixed-use buildings, paying special attention to architectural elements, design, and site elements. Green sticky dots were used to indicate images of buildings most appropriate for future development in the Historic District, and red dots were used for inappropriate building types.

The images to the right received the most green dots. These results indicate a preference for smaller building types, more residential options, and lower building heights.



One-Story Shopfront



Commercial House



Cottage Court



Detached Houses

Public Outreach

FINAL OPEN HOUSE

39

The Final Public Open House occurred on January 23, 2019 at Roswell City Hall. The meeting began with a presentation that:

- Clarified the purpose of the Historic District Master Plan and described what it does and does not do
- Described general historic preservation, land use, transportation, and parks and open space recommendations
- Provided two options for UDC changes that would ensure compatible development within the Historic District

Each of the options for UDC updates were based on the existing Character Areas, analysis of existing historic patterns, and feedback from previous public meetings.

Historic Preservation Options

Option 1A: Compatibility Rule

The Compatibility Rule option was refined from the original version presented at the charrette. This proposed rule would replace current standards in the UDC for setbacks, roof forms, building types and heights, and building elements, like porches or stoops. It would require that new buildings in the protected view zone (see page 44) be compatible with existing official historic buildings within 300 feet, provided there are two or more. The rest of the site would conform to current UDC standards.

Option 1B: Building Height Regulations

Option 1B would replace UDC requirements along the street for setbacks only. Building heights would be determined by Character Area. This option suggested a two-story maximum across the entire Canton Street, Mimosa Boulevard, Mill Village, and Bulloch Hall Character Areas. Highway 9, north of Oxbo,



would be subject to current UDC requirements, and Highway 9 south of Oxbo would have a maximum of two stories in the front and would be subject to the current UDC requirements in the rear. See the Appendix for more details about these versions of the Compatibility Rule.

Feedback

Each meeting participant received a series of worksheets to complete while reviewing the recommendations. They could show support for each of the recommendations, but the key question was to choose between **Option 1A** and **Option 1B**. Approximately 40% of the participants supported each option, and 20% preferred a combination. All of the other land use, transportation, and parks and open spaces recommendations received overwhelming support. Most attendees agreed that building types along a street should match historic building types around them in the Canton Street, Mimosa Boulevard, Bulloch Hall, and Mill Village Character Areas. Highway 9 received a variety of answers, with many noting that it does not have a consistent character or many historic buildings.

RECOMMENDATIONS



GENERAL RECOMMENDATIONS & CODE CHANGES SUMMARY

- » Historic Preservation
- » Land Use
- » Transportation
- » Parks & Open Space
- » Code Changes

FOUR

4



Recommendations

HISTORIC DISTRICT MASTER PLAN

The following recommendations preserve the integrity of the Historic District and support appropriate new development. They have been developed based on technical analysis, public input, preservation and planning best practices, and other considerations. They are divided into five areas: Historic Preservation, Land Use, Transportation, Parks and Open Space, and Unified Development Code (UDC) Changes. The first four are described in this chapter. UDC changes are summarized on pages 44 to 48, but the official text amendments are contained in a separate document.

Recommendations Summary

The Roswell Historic District Master Plan builds on Roswell's existing character through extensive analysis (Chapter 2) and public input (Chapter 3). The plan recommends incorporating Character Areas into the UDC by requiring different levels of compatibility for each Character Area. This master plan does not change established Character Areas, underlying zoning, or identified historic resources.

Historic Preservation Recommendations

The Roswell Historic District contains a rich collection of historic houses and buildings that should be preserved. However, redevelopment will occur, and it is important that future development projects complement the established character and enhance the quality of the district. The Historic Preservation recommendations below include overall policies to guide future development and a summary of the UDC changes (pages 44 to 48).

See pages 44 to 48

H-1. Update the UDC to establish Character Area-based regulations. Historic development patterns in Roswell vary greatly—often by Character Area and sometimes by block. In order to ensure that future development is compatible with these patterns, regulations should be established to reflect this diversity.

H-2. Continue to use the Historic District Design Guidelines to regulate architectural style. The existing guidelines require new development to reflect the architectural styles and patterns found in Roswell in order to provide compatibility between old and new. The HPC should continue to use this tool to regulate the design of specific building types based on historic precedents.

H-3. Update the Official Historic Buildings Map from 2003 using the 2017-2018 Historic Resources Survey. The Official Historic Buildings map (page 10) created in 2003 is now inaccurate because some historic buildings have been demolished. The City updated the Historic Resources Survey in 2017-2018, and this new data should be used to update the map. This master

plan updated the information for the purposes of creating a Regulating Plan for site design requirements in the UDC, but further analysis will be needed to ensure significant buildings are preserved.

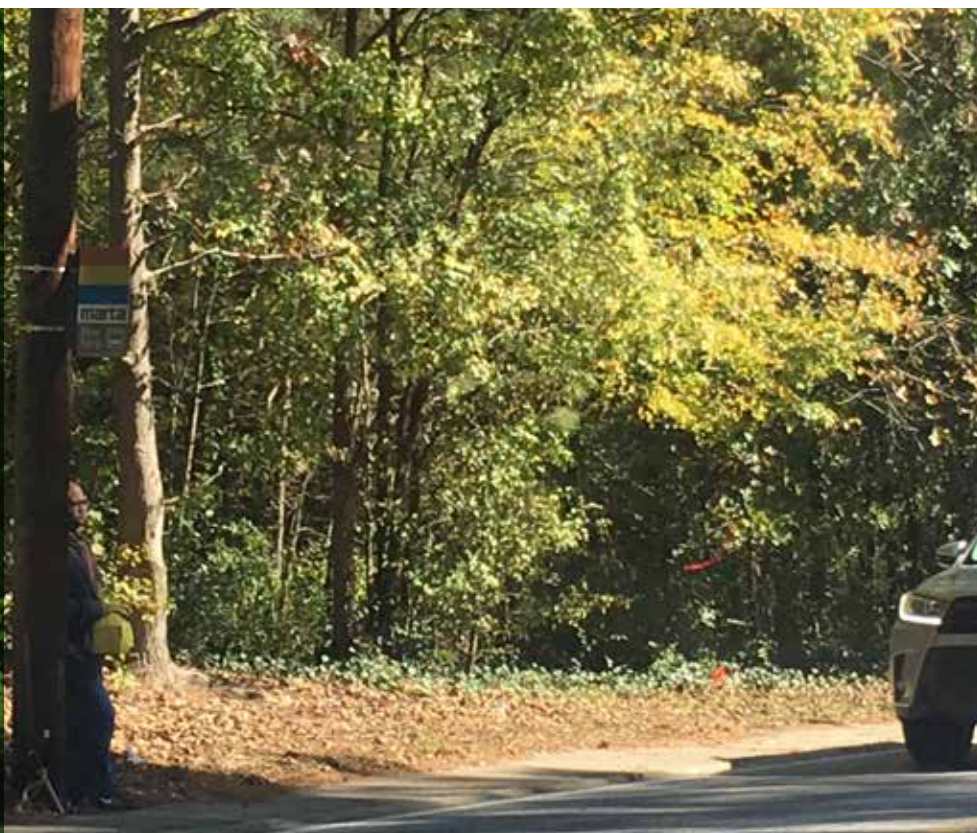
H-4. On a site with an official historic building, prohibit new buildings from being located in front of the historic building.

Some sites contain historic structures with greater setbacks than surrounding properties. In order to preserve the integrity of these sites, new buildings should be prevented from being located between existing historic buildings and the street. Required setbacks are shown on the Historic District Regulating Plan.

H-5. Preserve the wooded frontage along South Atlanta Street. The wooded entry into Roswell along South Atlanta Street is one of the most memorable entries into a community anywhere in Georgia. This wooded frontage should be preserved by updating the UDC to require a minimum 40-foot deep, wooded setback south of Warm Springs Circle, regardless of zoning, as shown on the Historic District Regulating Plan and Regulatory Character Areas Map (page 45).

WOODED ENTRY INTO THE HISTORIC DISTRICT

The wooded entry into the Historic District is a memorable gateway into Roswell because of the tree canopy, Chattahoochee River, and topography change. This gateway should be preserved.



Regulatory Character Areas

CHARACTER AREA-BASED UDC CHANGES

Historic development patterns in Roswell vary greatly- often by Character Area and sometimes by block. In order to ensure that new development is compatible with these patterns, the UDC regulations should be updated to reflect this diversity. The following is one option for what these updates could include, subject to refinement during the official adoption process. Proposed UDC changes should remove the following one-size fits all standards of the UDC and replace them with more Character Area specific standards in the Historic District:

- Setbacks from the street;
- Building height along the street;
- Façade width along the street; and
- Building types allowed along the street.

The table on pages 46 to 47 shows the recommended approach for this. Generally, the table requires the most compatibility with historic resources in Character Areas with the greatest historic integrity. In areas with fewer historic resources, less compatibility is required. The approach focuses these changes on portions of sites along a street because those areas are most visible and tend to define the overall “feel” of the Historic District. This portion of a site is called the **“protected view zone.”**

Each item regulated by Character Area also includes five possible standards:

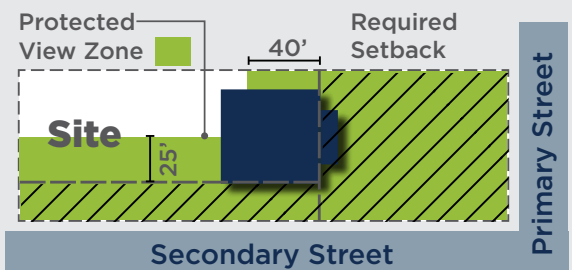
1. **A number**, which has been prepared based on feedback from this planning process;
2. **UDC**, which means that the standard UDC requirements apply;
3. **Existing Guidelines**, which means that the UDC Design Guidelines’ historic district standards apply;
4. **Regulatory Character Area Compatibility**, which means that the item must match what is found on official historic buildings in the same Character Area; or

5. **Historic District Regulating Plan**, which means that standard is proactively mapped on said plan using the “Compatibility Rule” mentioned earlier in this document.

Finally, some of these items should be subject to an “alternative compliance” option that allows the HPC to approve alternative standards when projects demonstrate excellence in historic preservation and design.

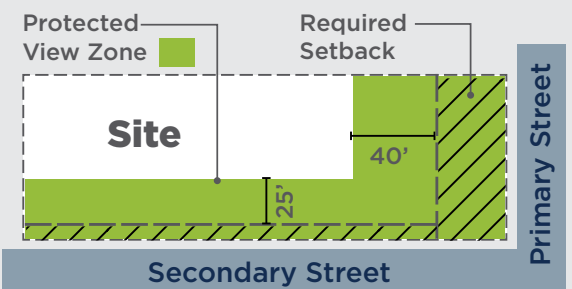
PROTECTED VIEW ZONE refers to the portion of a site along the street

Site with Official Historic Building



The area between the property line next to the primary street and the official historic building’s front façade (extending the entire width of the site), plus 40 feet. Protected view zone also includes any additional area between a secondary street property line and the official historic building’s side façade, plus 25 feet. On sites with more than one building, protected view zone is calculated separately, but its depth is averaged for the portion of the site between two adjacent official historic buildings.

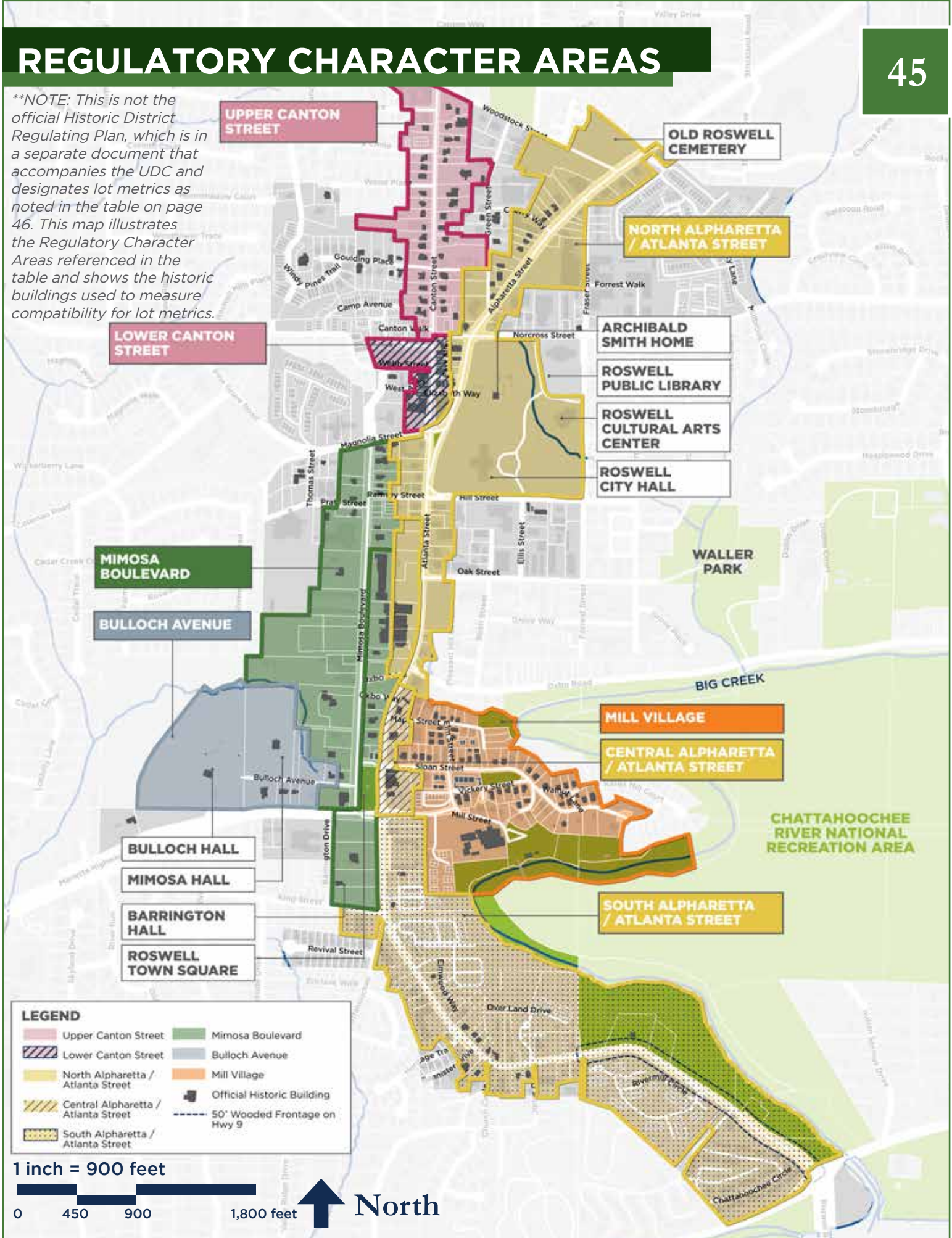
All Other Sites



The area that begins at the property line adjacent to the primary street and extends into the site for a depth of 40 feet beyond the required setback (extending the entire width of the site), plus any additional area that begins at any side street property line and extends into the site for 25 feet beyond the required setback.

REGULATORY CHARACTER AREAS

****NOTE:** This is not the official Historic District Regulating Plan, which is in a separate document that accompanies the UDC and designates lot metrics as noted in the table on page 46. This map illustrates the Regulatory Character Areas referenced in the table and shows the historic buildings used to measure compatibility for lot metrics.



LOWER CANTON STREET

UPPER CANTON STREET

OLD ROSWELL CEMETERY

NORTH ALPHARETTA / ATLANTA STREET

ARCHIBALD SMITH HOME
ROSWELL PUBLIC LIBRARY
ROSWELL CULTURAL ARTS CENTER
ROSWELL CITY HALL

MIMOSA BOULEVARD

BULLOCH AVENUE

WALLER PARK

MILL VILLAGE

CENTRAL ALPHARETTA / ATLANTA STREET

CHATTAHOOCHEE RIVER NATIONAL RECREATION AREA

BULLOCH HALL
MIMOSA HALL
BARRINGTON HALL
ROSWELL TOWN SQUARE

SOUTH ALPHARETTA / ATLANTA STREET

LEGEND	
	Upper Canton Street
	Mimosa Boulevard
	Lower Canton Street
	Bulloch Avenue
	North Alpharetta / Atlanta Street
	Mill Village
	Central Alpharetta / Atlanta Street
	Official Historic Building
	South Alpharetta / Atlanta Street
	50' Wooded Frontage on Hwy 9

1 inch = 900 feet






Metrics Table for Regulatory Character Areas

CHARACTER AREA-BASED UDC CHANGES

CHARACTER AREA (see Regulatory Character Areas Map, page 45)	Official Historic Properties (excludes parks, ROW)	Building Types* (only applies in Protected View Zone)	Building Style	Façade Width (only applies on all streets in Protected View Zone)
Bulloch Avenue	70% (7 of 10)	Regulatory Character Area compatibility	Per Existing Guidelines**	All: Max. 60 ft.
Mill Village	54% (40 of 74)	Regulatory Character Area compatibility	Per Existing Guidelines	All Houses: Max. 60 ft. All Other: Max 170 ft.
Mimosa Boulevard	71% (32 of 45)	Regulatory Character Area compatibility	Per Existing Guidelines	All Houses: Max. 60 ft.
South Alpharetta/ Atlanta Street	26% (12 of 47)	UDC	Per Existing Guidelines	All: Max. 200 ft.
Central Alpharetta/ Atlanta Street	83% (5 of 6)	Regulatory Character Area compatibility	Per Existing Guidelines	All: Max. 100 ft.
North Alpharetta/ Atlanta Street	21% (13 of 61)	UDC	Per Existing Guidelines	All: Max. 200 ft.
Lower Canton Street	83% (19 of 23)	Regulatory Character Area compatibility	Per Existing Guidelines	Max. 70 ft.
Upper Canton Street	87% (34 of 39)	Regulatory Character Area compatibility	Per Existing Guidelines	Max. 70 ft.
Other Areas	6% (19 of 325)	UDC	Per Existing Guidelines	n/a

*Building Type in the Protected View Zone must be determined by compatibility rule. Only building types used on existing official historic buildings within the Regulatory Character Area may be applied to new buildings in such zone. Compatibility Rule was used to calculate all other requirements in this table and on the Historic District Regulating Plan.

Regulatory Character Area Color Coding Key

	No new compatibility tools		3 - 4 new compatibility tools
	1 - 2 new compatibility tools		5+ new compatibility tools

Building Height		Setbacks***			
In Protected View Zone	Remainder of Site	Primary Street (minimum, larger allowed for open space)	Side Street (minimum, larger allowed for open space)	Side Interior	Rear
Max. 2 stories	Max. 3 stories	See Historic District Regulating Plan	See Historic District Regulating Plan	UDC	UDC
Max. 2 stories	Max. 3 stories	See Historic District Regulating Plan	See Historic District Regulating Plan	UDC	UDC
Max. 2 stories	Max. 3 stories	See Historic District Regulating Plan	See Historic District Regulating Plan	UDC	UDC
Facades 80 feet or less in width: max. per UDC + a required stepback above 2nd story	UDC	See Historic District Regulating Plan	See Historic District Regulating Plan	UDC	UDC
Facades over 80 feet in width: max 2 stories					
Max. 2 stories	UDC	See Historic District Regulating Plan	See Historic District Regulating Plan	UDC	UDC
Facades 80 feet or less in width: max. per UDC + a required stepback above 2nd story	UDC	See Historic District Regulating Plan	See Historic District Regulating Plan	UDC	UDC
Facades over 80 feet in width: max 2 stories					
Max. 2 stories	Max. 3 stories	See Historic District Regulating Plan	See Historic District Regulating Plan	UDC	UDC
Max. 2 stories	Max. 3 stories	See Historic District Regulating Plan	See Historic District Regulating Plan	UDC	UDC
UDC	UDC	UDC	UDC	UDC	UDC

*(Continued): All house types (commercial house, cottage court, attached house, or detached house) may be interchanged, as allowed by the underlying zoning.

**Existing Guidelines are the Historic District Design Guidelines.

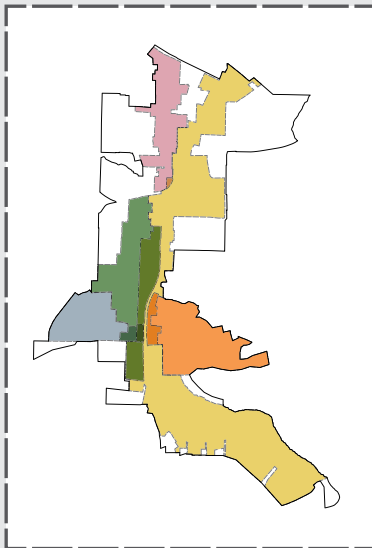
***See setback types diagram on page 44.

Process to Make these Recommendations

CHARACTER AREA-BASED UDC CHANGES

Historic compatibility recommendations were created through an iterative process that started with an in-depth analysis of Character Areas and historic patterns. This resulted in a preliminary Compatibility Rule recommendation, which would have required all new development to document and match historic patterns. The public and the Advisory Committee wanted to simplify the process. To do this, some specific aspects of the compatibility rule were proactively defined so that applicants would not need to conduct the compatibility analysis.

Character Areas



Pattern Analysis



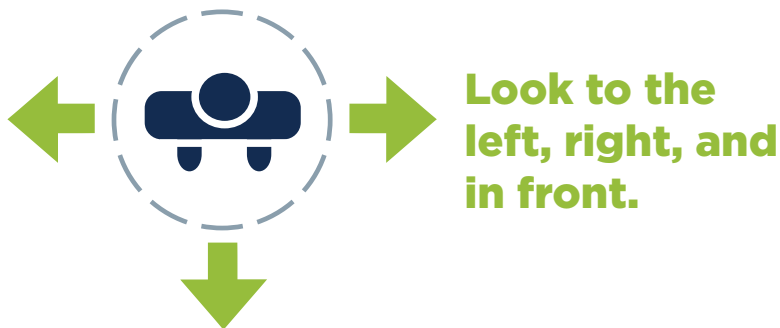
Public Feedback



Example Compatibility Analysis



COMPATIBILITY RULE** TO PRESERVE HISTORIC CHARACTER WHILE SIMPLIFYING REGULATIONS



***This consideration has been calculated and integrated in the Table on page 46 and the Historic District Regulating Plan (separate map).*

H-6. Require exterior materials to match or resemble those found on historic buildings of the same type, subject to HPC review. One of the best ways to ensure that new and old buildings are compatible is by using common materials. New buildings or additions in the Historic District should use materials that are visually similar to historic materials found on similar buildings in the District. This is not to suggest that composites and modern materials are not appropriate on new construction, but their texture, form and finish must match historic materials. Cementitious panels, glass curtain walls, stacked stone, and other decidedly modern materials should not be used.

H-7. Require compatible design of front yards. The historic character of Roswell is defined by buildings as well as the space between them and the street. The UDC already prohibits parking lots between buildings and the street. The HPC should work

diligently to make sure that yards are mostly landscaped on lots with deep setbacks, residential uses, or commercial house types, and are mostly hardscaped where setbacks are shallower and there are adjacent commercial uses.

H-8. Require the preservation and re-planting of trees that are visible from the street. The existing tree canopy is important to establishing the Historic District's character and identity. This begins with the wooded entrance on the southern end of Atlanta Street and is continued throughout the District with tree-lined streets, which should be preserved for aesthetic and functional purposes. Tree-lined streets naturally slow car traffic and offer a pleasant and shaded environment for pedestrians. When land is redeveloped, the City should ensure that trees are preserved whenever possible, and re-planted when preservation is not possible.

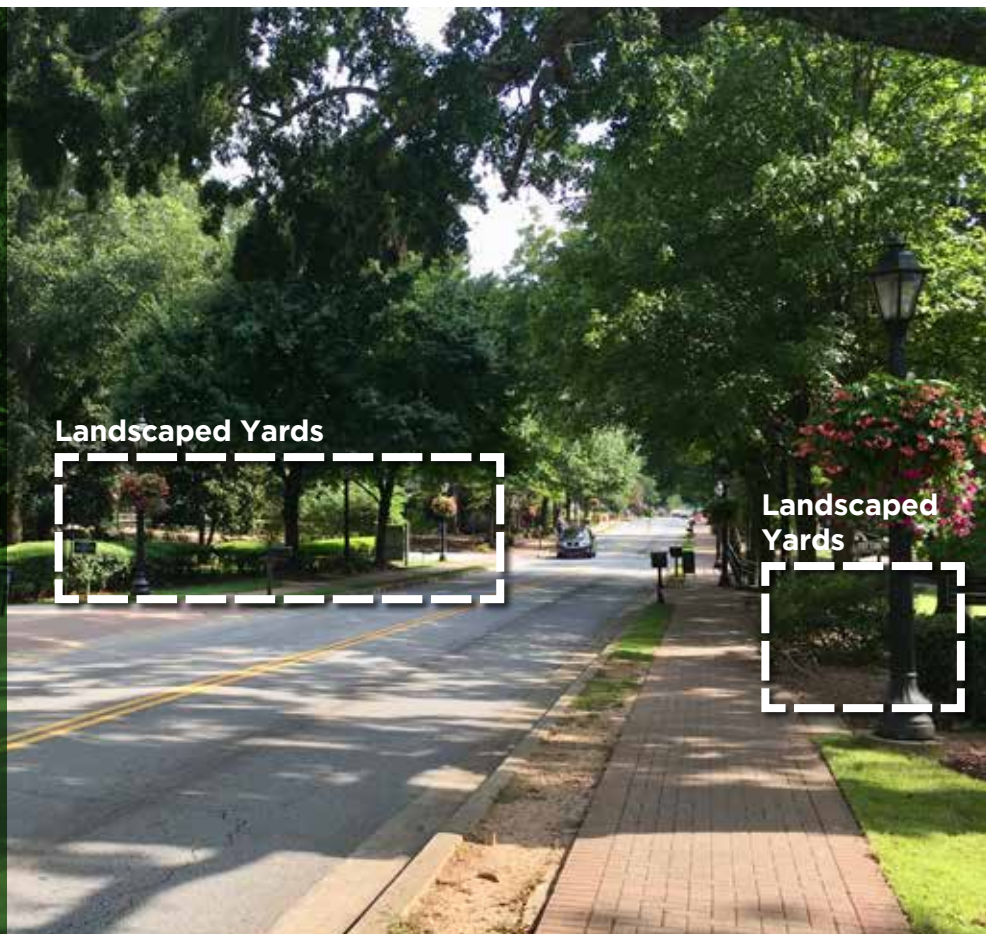
TREE CANOPY & STREET TREE PRESERVATION

The tree canopy in Roswell is part of the city's unique character. The scale of Canton Street is enhanced by the tree branch coverage over the sidewalks and streets.

&

FRONT YARD DESIGN

Yards between buildings and the street should be compatible in terms of whether they are landscaped or have hardscape.



H-9. Require appropriate street lights in the Historic District and the Groveway neighborhood. Many areas in the Historic District currently use the same street light fixtures, including Mimosa Boulevard, parts of the Mill Village, areas near the Town Square, and Canton Street. To reinforce the overall character of the Historic District, these same light fixtures should be installed on all streets, particularly as redevelopment occurs. Part of the Groveway neighborhood extends into the Historic District south of Hill Street. A separate fixture is typically used in this area; therefore, this fixture should be used throughout the Groveway neighborhood.

H-11. Encourage public art and historic markers that tell the stories of Roswell. The City of Roswell and the Roswell Historical Society have installed many historic markers. This effort can be expanded with additional historic markers or public art pieces that tell stories associated with specific sites, and highlight the unique characteristics of each Character Area. Public art from regional artists should be added at key intersections, in public parks or other open spaces, and at Landmark House sites. A Public Art Master Plan should be prepared to guide this effort.



PUBLIC ART & SIGNAGE

The Roswell Historic District currently has historic markers and wayfinding signs. However, these could be enhanced and expanded with additional public art and signage efforts. Art can take many forms to blend historic character with contemporary elements and tell Roswell's stories.

H-10. Work with Georgia Power and other agencies to use bulbs in pedestrian and vehicular scale fixtures that provide warm light. Harsh or “cool” light bulbs are often incompatible with historic district ambiance and the warmer light produced by historic bulbs or fixtures. The City of Roswell and Georgia Power should ensure the use of LED bulbs with a color temperature of less than 3,000 Kelvin.

H-12. Add signage and structures that identify the Historic District and its Character Areas. Each Character Area has a distinct feel because of its architecture and development patterns. These should be highlighted. The Historic District itself should also be marked at key gateways, including near the Chattahoochee River, at Woodstock Street and Canton Street, Oxbo Road, Marietta Street, and others. These signs could have a new but internally consistent style, or a style similar to existing historic markers and signs.

HISTORICALLY-SENSITIVE LIGHT FIXTURES

1 HISTORIC DISTRICT STREET LIGHT FIXTURE

Grande Manor (6134) by Phillips Lighting Company. BLK (Black) Finish, P (Clear Polycarbonate) Panel / Globe, G (Mogul) Socket. 70w HPS lighting, or 2700 Kelvin rating for LED bulbs.

Pole Height: 10 feet

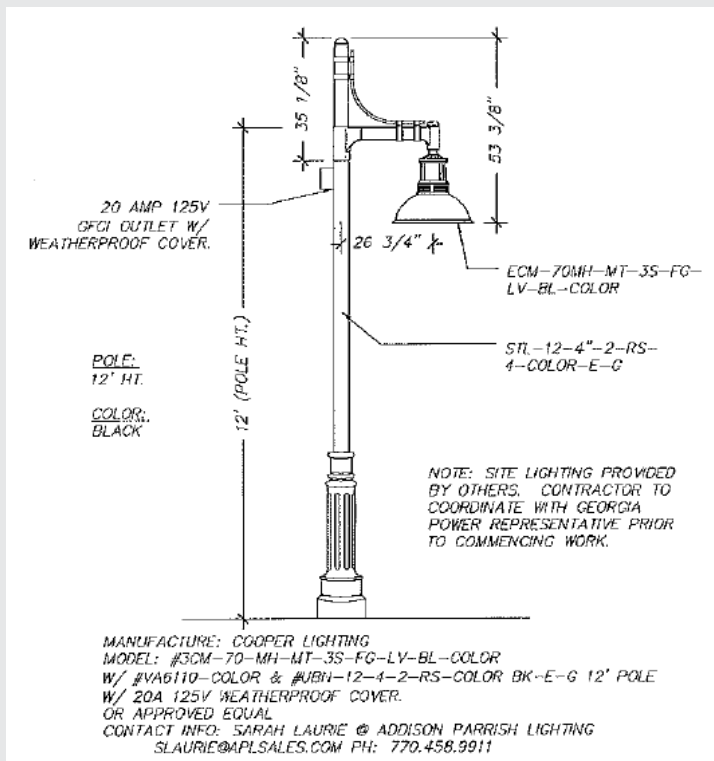


Example in Place



2 GROVEWAY STREET LIGHT FIXTURE**

#3CM-70-MH-MT-3S-FG-LV-BL-COLOR by Cooper Lighting. Black. 70w HPS lighting, or 2700 Kelvin rating for LED bulbs.



***See page 7, Site Context Map, or the Groveway Area Map in the UDC Design Guidelines in Section B.3.0: Guidelines for District Contexts for where this fixture applies.*

Example LED bulbs for all light fixtures (above): LED bulbs must be less than 3,000 Kelvin rating, not corn cob or ceiling reflector pans.

Land Use Recommendations

Although this master plan does not make specific land use recommendations or change underlying zoning, the community expressed a desire to create a greater diversity of land uses throughout the Historic District.

L-1. Promote a balanced mix of commercial uses. Over time, Canton Street has experienced an influx of restaurants that have converted historic houses to commercial on the northern end and filled the storefronts on the southern end. In recent years, retail has drastically changed with an increase in online shopping. However, a mix of retail uses are still necessary to maintain a lively downtown. The City should encourage different businesses to locate in the Historic District, including offices, grocery stores, and local businesses, rather than large stores, storage facilities, or automobile-focused businesses. This mix of uses in a close proximity would provide daily needs within walking or biking distance.

L-2. Provide more housing options. Recently, many townhouses have been constructed throughout the Historic District, particularly along north Canton Street and on Atlanta Street south of the Roswell Town Square. A greater variety of housing options will accommodate aging-in-place, as well as different ages and income levels. One example of this is a cottage court: a cluster of smaller, single-family homes focused on a small, central green space. Single-family houses that complement the scale of existing historic houses are another example. Mixed-use and multi-family developments are appropriate if the density and building forms complement existing historic patterns. Proposed UDC updates should expand the types of residential building types allowed in the Historic District, especially cottage courts.

BALANCED MIX OF COMMERCIAL USES

The Historic District is currently home to many restaurants. The public feedback noted a desire for a broader mix, including:

- Grocery stores
- Offices
- Local businesses and retail



A VARIETY OF HOUSING OPTIONS

The Historic District can support a variety of housing options; however, townhouses have been the typical new housing type. There are opportunities for other housing types, including:

- Cottage court single-family houses
- Small single-family houses
- Multi-family housing if density is context-sensitive
- Aging-in-place options
- Units that reach a variety of income levels



Cottage Court



Detached Houses

L-3. Encourage green buildings and green energy.

The City should encourage green buildings and green energy to reduce the impact of new development. This can take many forms. Site design can incorporate stormwater management best practices, as described on pages 54 to 55 to decrease the amount of stormwater run-off. The City can also encourage developers to use LEED certification for buildings, sites, or large-scale developments. Smaller interventions could include solar panels, energy-efficient appliances and light fixtures, and energy efficient building design.



Solar Energy in Building Design

Placing solar collectors on rear additions to historic buildings could minimize their adverse effects on historic resources.

Parks and Open Space Recommendations

Because of the Historic District's proximity to the Chattahoochee River National Recreation Area and the presence of several small parks and cemeteries, it is important to consider how open space can enhance the District and reinforce its history. Park design can contribute to local character, reduce the environmental impact of new development, and serve as examples of environmental stewardship.

P-1. Improve pedestrian lighting in public spaces throughout the Historic District.

Improving pedestrian lighting in public spaces such as streets and parks, will ensure that everyone feels safer walking and using the parks at night. This is particularly important on the City Hall property between the parking lots and Atlanta Street near Roswell Town Square. The City should install recommended light fixtures on all public streets, according to spacing requirements in the official streetscape standards.

P-2. Encourage environmentally sustainable and green energy features in parks and open spaces. These features can include stormwater management best practices, solar power, energy efficient light fixtures, and pervious pavers. These features will enhance streetscapes and parks while conserving energy and reducing stormwater runoff. Many municipalities have created new parks or retrofitted existing green spaces to collect stormwater from adjacent properties yet also function as usable space. These parks can be designed as lawns graded to allow stormwater to percolate, or as ponds that serve as focal points. Stormwater management best practices can also be implemented on a smaller scale with pervious pavers, stormwater planters on streetscapes, rain gardens, and bio-swales.

PARK SPACES IN THE HISTORIC DISTRICT

The Historic District's existing public spaces include the Heart of Roswell Park and Roswell Town Square. Stormwater features and additional lighting could be incorporated into these spaces as well as new parks as they are created with future development.



STORMWATER MANAGEMENT BEST PRACTICES



Pervious Pavers

Pervious Pavers

Pervious pavers allow water to percolate into the ground rather than into drains and the City's stormwater system. They also reduce the amount of puddles and flooding. In parking lots, parking spaces can be constructed of pervious pavers while driveways within the parking lot are paved with concrete or asphalt, or the entire lot can be built with pervious pavers. Permeable pavers also work well in public spaces such as plazas.



Stormwater Planter

Stormwater Planters

Stormwater planters can take many forms, but are commonly used as buffers between the sidewalk and the street. Curbs around the planters have gaps that allow water to flow into the planter from the street and the sidewalk. Plant species are chosen to be able to thrive in wet environments, and an overflow pipe sends excess water to the storm sewer system.



Stormwater Features in a Park

Rain Gardens

Rain gardens are planted in small depressions with a variety of native plants that can handle larger amounts of water. They temporarily hold and filter stormwater during rain events, but are dry when it is not raining. They can be built in public parks or on private properties.

Bio-swales

Bio-swales follow a street or linear drainage, similar to a ditch. They are typically designed to handle a specific amount of stormwater and can be either planted or made out of rip-rap.

Want to Know More?

See the Environmental Protection Agency's information at <https://www.epa.gov/npdes/national-menu-best-management-practices-bmps-stormwater#edu>

Transportation Recommendations

The majority of the following transportation recommendations address safety and sidewalk network improvements that will make the Historic District more walkable. Other City projects, such as the Oxbo Road realignment, Highway 9 Connectivity Study, and green infrastructure on Mimosa Boulevard, are integrated into these recommendations.

T-1. Make intersection improvements throughout the Historic District.

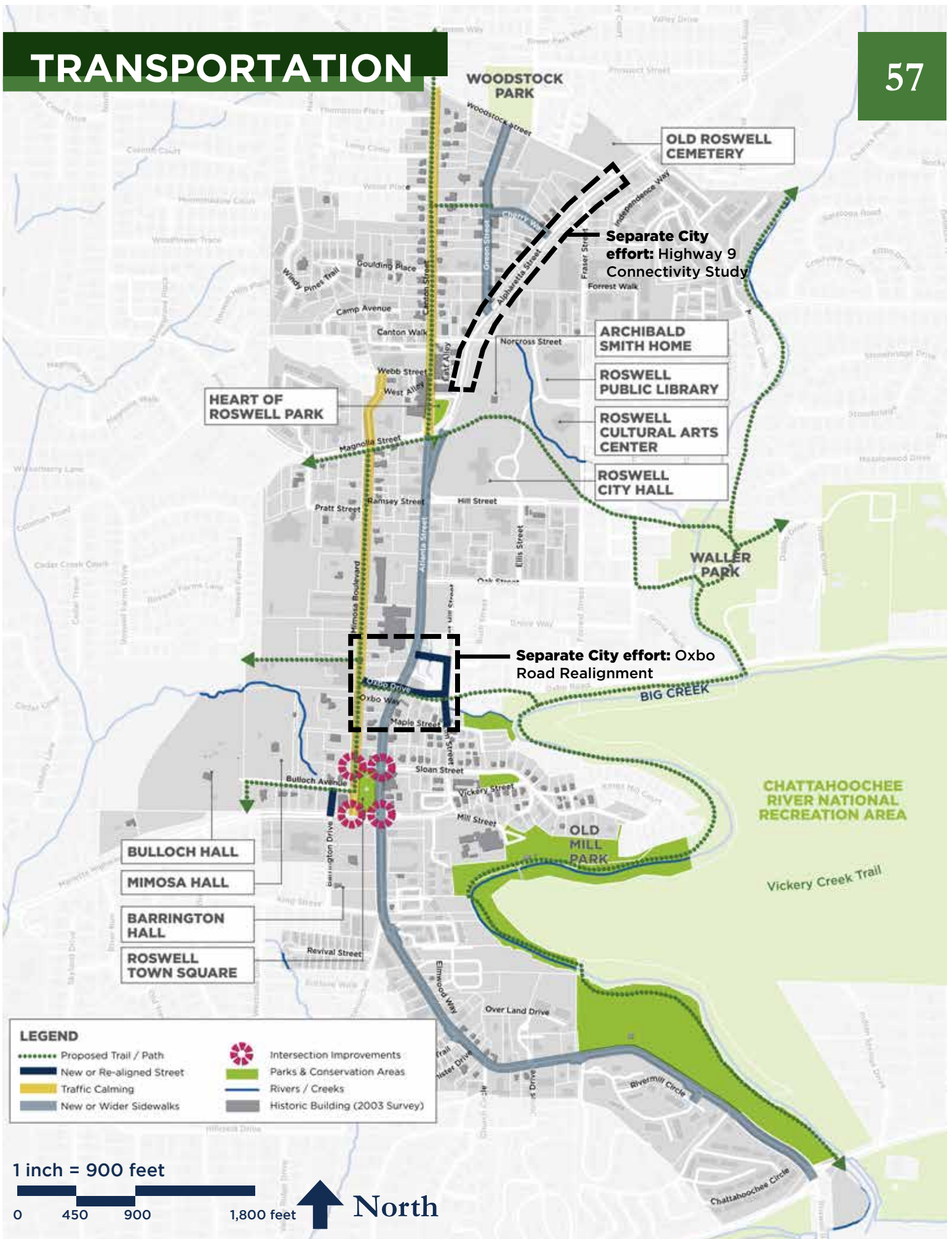
Walkability in the District will be improved if crossing streets is safer and more convenient. Intersection improvements include crosswalks that are painted, repainted, or paved with bricks; extended crossing times at intersections with traffic lights; and accessibility upgrades. Priority intersections to improve include: Atlanta Street and Marietta Highway, and all of the intersections around the Roswell Town Square.

T-2. Improve the walkway between City Hall and Canton Street to encourage use of the City Hall parking lot. The City Hall parking lot is available for free parking for patrons of nearby businesses, but feels inaccessible, and many are unaware of this option because of the lack of signs. A paved path with overhead string lights through the City Hall property currently leads to Atlanta Street, but more lighting would increase the sense of security at night. Signs should be added to direct drivers to the parking lot and direct pedestrians to their destinations.

T-3. Create a walking/biking system that connects the Character Areas with each other and the Chattahoochee River National Recreation Area. The proposed trails or paths shown on the map to the right are a conceptual idea. Plans should be finalized only after carefully considering design options through a community-

based process. These trails would increase the ability to walk and bike throughout the Historic District without the addition of new streets. The trails could take many forms, including existing street improvements, sidewalks, walking trails, sharrows, bicycle lanes, bicycle paths, or cycle tracks, depending on the right-of-way width and the surrounding context. This network should connect to residential areas adjacent to the Historic District, the Chattahoochee River National Recreation Area, nearby parks, City Hall, and major destinations, like Canton Street.

T-4. Add new sidewalks and widen existing sidewalks. Sidewalks should be added or widened throughout the Historic District, and buffers should be added between streets and sidewalks where right-of-way allows, particularly on Atlanta Street between City Hall and Roswell Town Square. This plan does not identify specific locations or alignments for sidewalks, but the public expressed a strong desire for a better, safer, and more connected sidewalks throughout the District. An additional public input process should be undertaken when sidewalks are proposed or streets are adjusted to accommodate them. Streets that could benefit from adding sidewalks are Green Street, Cherry Way, and local streets throughout the Historic District, like Plum Street, Ramsey Street, Wood Place, and streets in the Mill Village. In addition to Atlanta Street, streets that could be improved with wider sidewalks include Woodstock Road, Magnolia Street, Hill Street, and streets south of City Hall.



LEGEND

- Proposed Trail / Path
- New or Re-aligned Street
- Traffic Calming
- New or Wider Sidewalks
- Intersection Improvements
- Parks & Conservation Areas
- Rivers / Creeks
- Historic Building (2003 Survey)

1 inch = 900 feet



North

T-5. Make pedestrian improvements on Green Street (to be coordinated with the Highway 9 Connectivity Study). Green Street currently has no sidewalks and very little connection to Canton Street, despite close proximity. Sidewalks should be added on at least one side of the street, and an east/west pedestrian path should be installed between Green Street and Canton Street. These recommendations should be coordinated with the City’s separate Highway 9 Connectivity Study.

T-6. Create mid-block crossings on major corridors (to be coordinated with the Highway 9 Connectivity Study). Existing intersections are far apart in some areas, particularly along Highway 9. Mid-block crossings shorten the block for pedestrians, discourage jay-walking, and encourage walking by making it easier for pedestrians to reach their destinations. Mid-block crossings could be added on Canton Street, Highway 9, and Mimosa Boulevard; however, further study is needed, and all recommendations on Highway 9 should be coordinated with the City’s Highway 9 Connectivity Study.

T-7. Calm traffic on Mimosa Boulevard. Mimosa Boulevard is one of Roswell’s most picturesque and historic thoroughfares and serves as a key link between Roswell’s two historic commercial districts. It provides an easy pedestrian and bicycle link but also has a significant amount of traffic and speeding. In order to protect the street’s character and quality of life, these two recommendations should be implemented to reduce the negative impacts of speeding traffic.

- **On-Going Monitoring.** The City of Roswell and Mimosa Boulevard stakeholders should remain vigilant about monitoring traffic patterns. Specific attention should be given to speeding and unsafe driving conditions, both of which are incompatible with the street’s character.

- **Traffic Calming.** If the City of Roswell and Mimosa Boulevard stakeholders determine that traffic calming or similar street changes are needed, any such projects must conform to the City of Roswell standards for their design and installation. Due to the historic nature of the street, traffic calming devices must be sensitive to historic resources, design features, and the impact of both on the overall character of the street. Efforts must be made to ensure that aesthetics and incorporation of “green” infrastructure are considered in all such projects. Plans should only be finalized after carefully considering design options using a community-based input process.

T-8. Explore additional traffic calming on Canton Street. Car traffic moves quickly along Canton Street, which reduces safety for pedestrians as they visit the local businesses. Similar to recommendation T-8, the City and Canton Street stakeholders should monitor traffic patterns and consider traffic calming measures to slow traffic and promote walking.

T-9. Add streets to better connect the southern part of the Historic District Gaps in the historic street network increase traffic on Highway 9 and limit direct walking routes between destinations. Current City transportation proposals aim to improve these conditions, including the Oxbo Road realignment between Highway 9 and Mimosa Boulevard and extension of Pleasant Hill Street south to Elm Street. Another opportunity to improve connectivity is to extend Barrington Drive to Bulloch Avenue. Plans for this street extension should only be finalized after carefully considering design options using a community-based input process.

TRAFFIC CALMING

Traffic calming is recommended for consideration on Canton Street and Mimosa Boulevard. Many options exist to slow cars, including bulb-outs at intersections that would slow turning vehicles and make street crossings shorter for pedestrians, parallel parking, speed tables with pavement changes (either mid-block or at intersections), improved crosswalks, new street trees, and jogging lanes with bulb-outs and medians.



Bulb-outs



Bulb-outs



Speed Table with Pavement Change

APPENDIX



-
- » **Historic Form Analysis Maps**
 - » **Process for Compatibility Rule**
 - » **Public Meeting Materials**

FIVE

5



Appendix

HISTORIC FORM ANALYSIS

The following pages show larger versions of the maps for all of the historic patterns created during the historic form analysis, as described in more detail in Chapter 2.

LEGEND FOR LOT METRICS**

#.# Building Height (Stories)

Lot Coverage

- < 10%
- 10-20%
- 20-40%

Front Setbacks

- 16' - 33'
- 36' - 56'
- 80' +

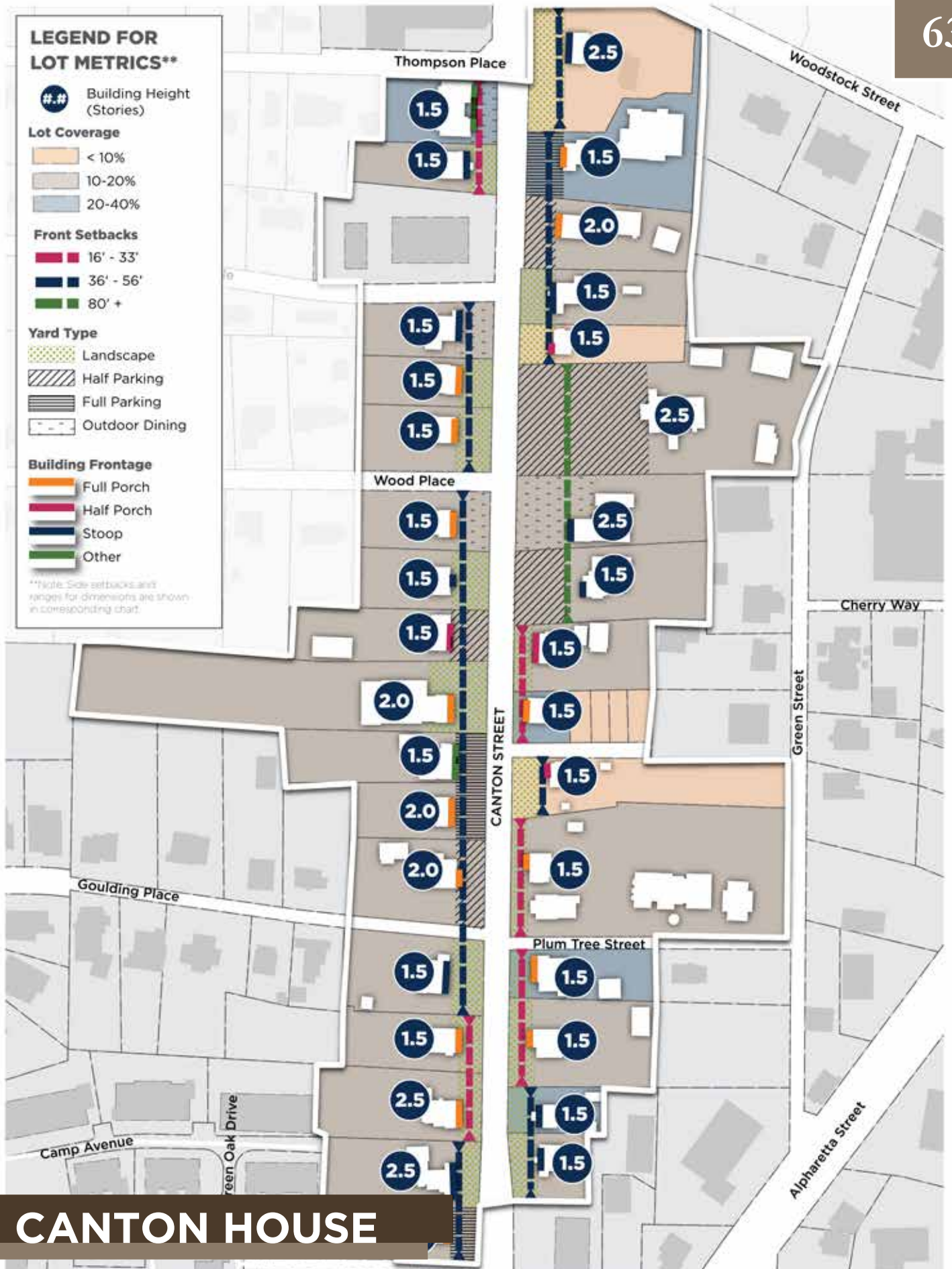
Yard Type

- Landscape
- Half Parking
- Full Parking
- Outdoor Dining

Building Frontage

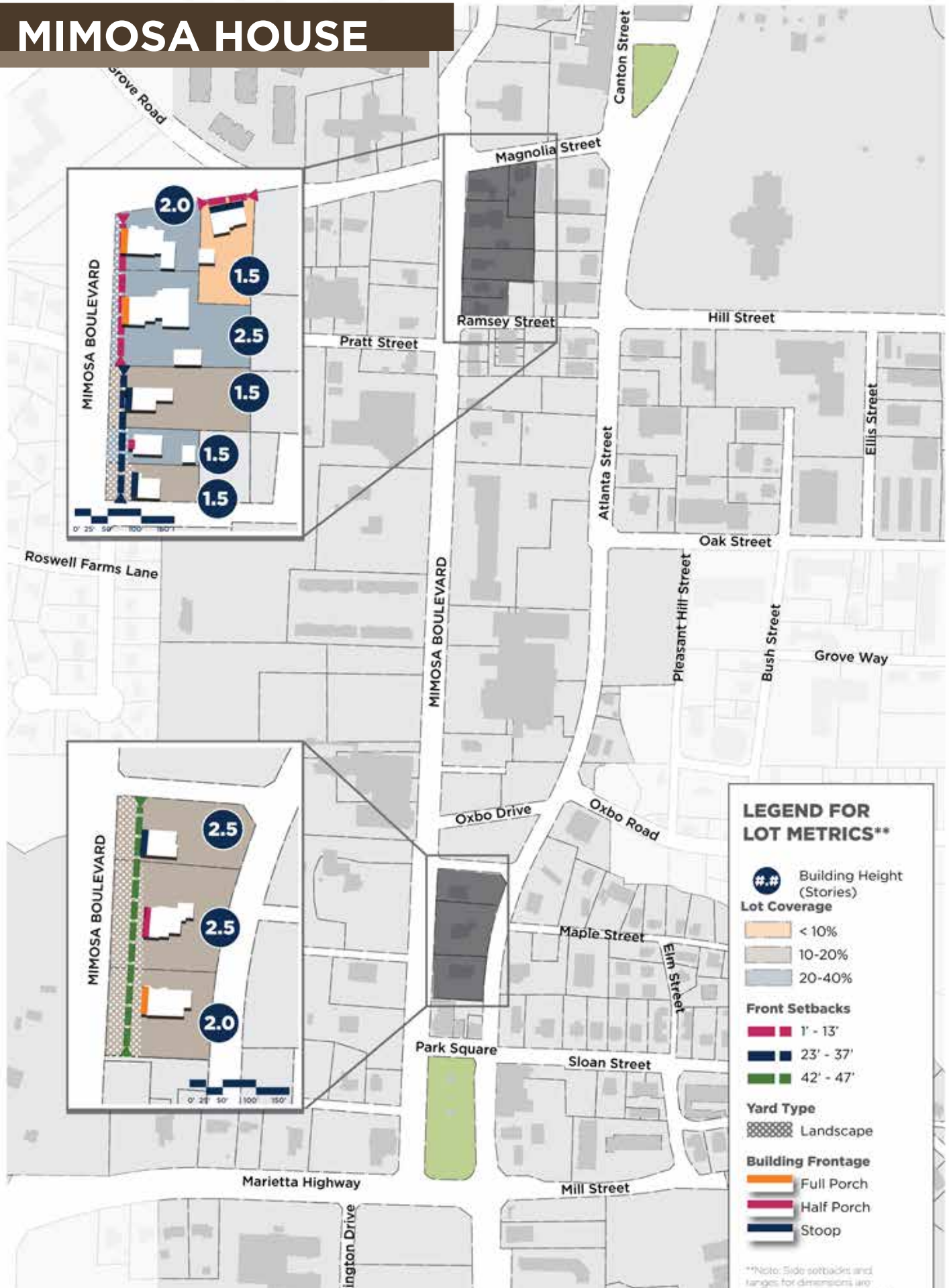
- Full Porch
- Half Porch
- Stoop
- Other

**Note: Side setbacks and ranges for dimensions are shown in corresponding chart.

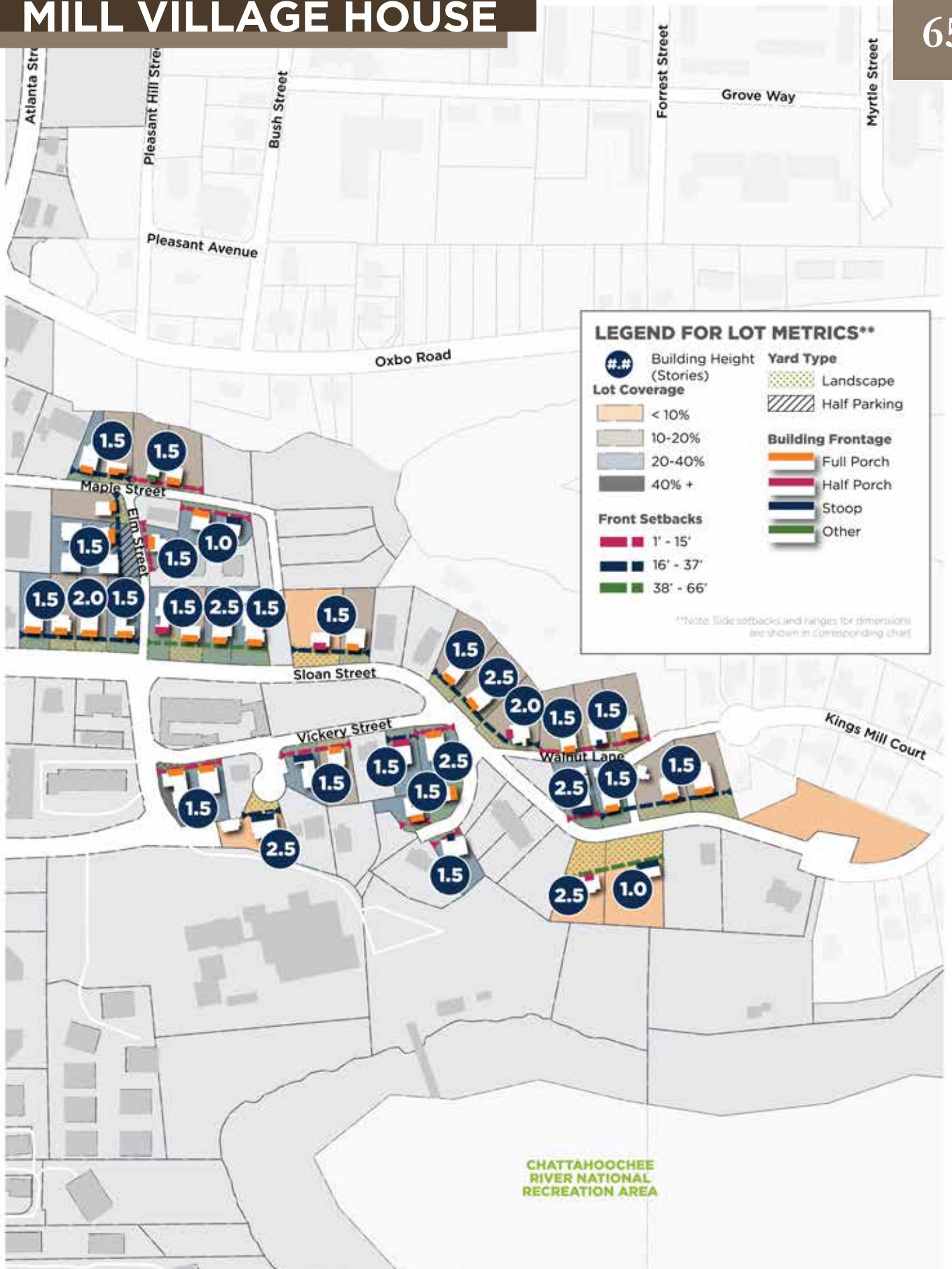


CANTON HOUSE

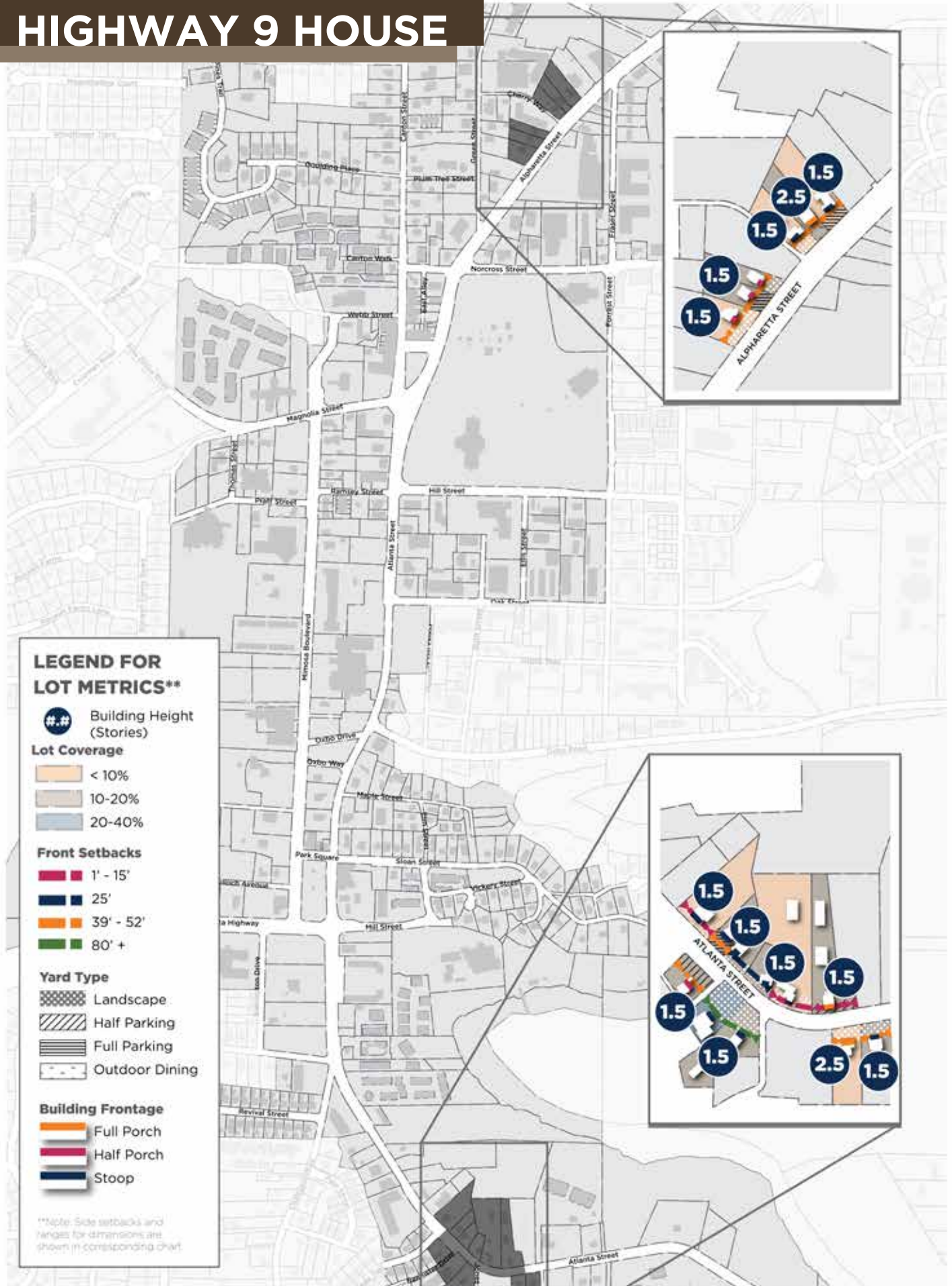
MIMOSA HOUSE



MILL VILLAGE HOUSE

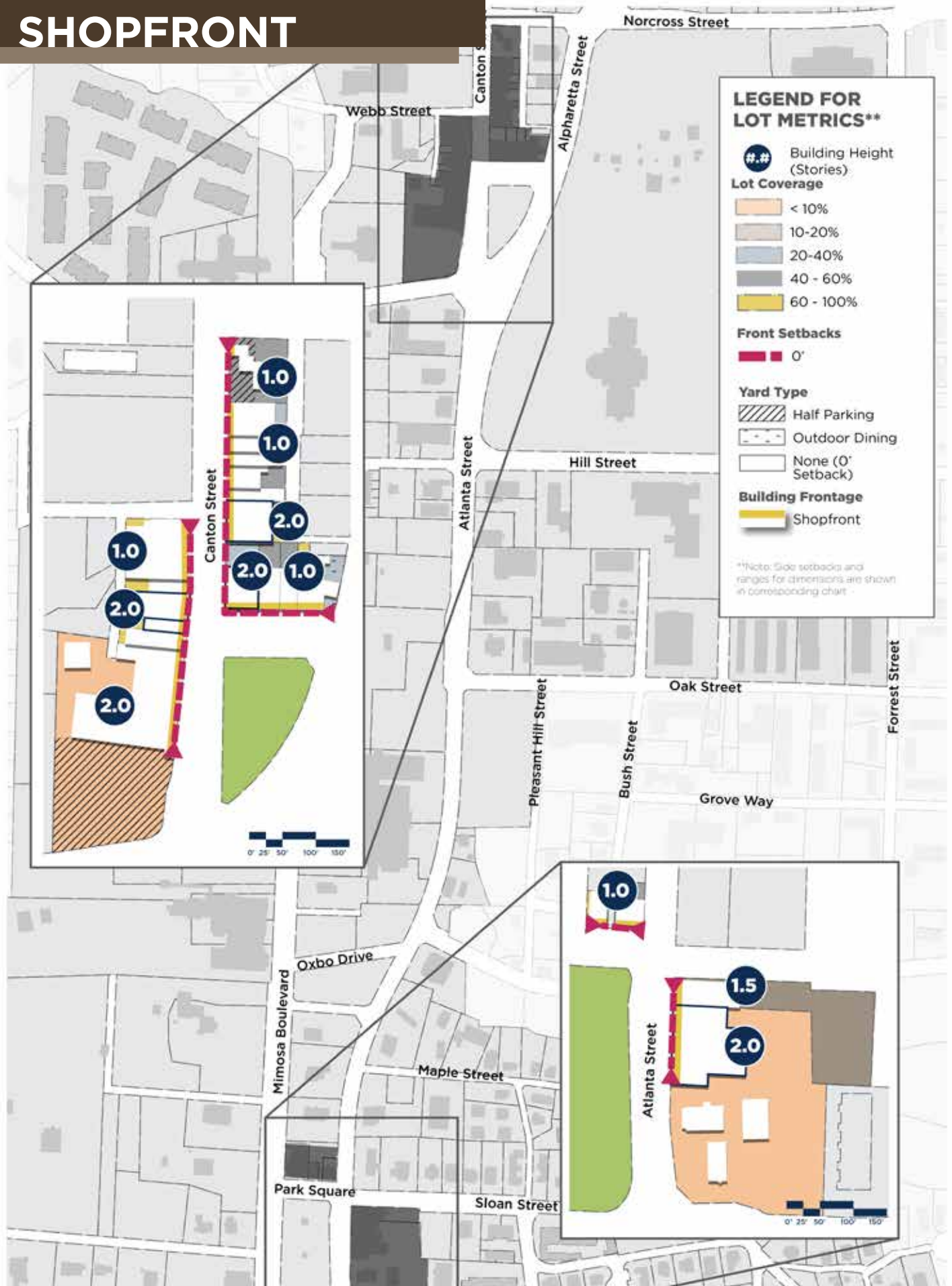


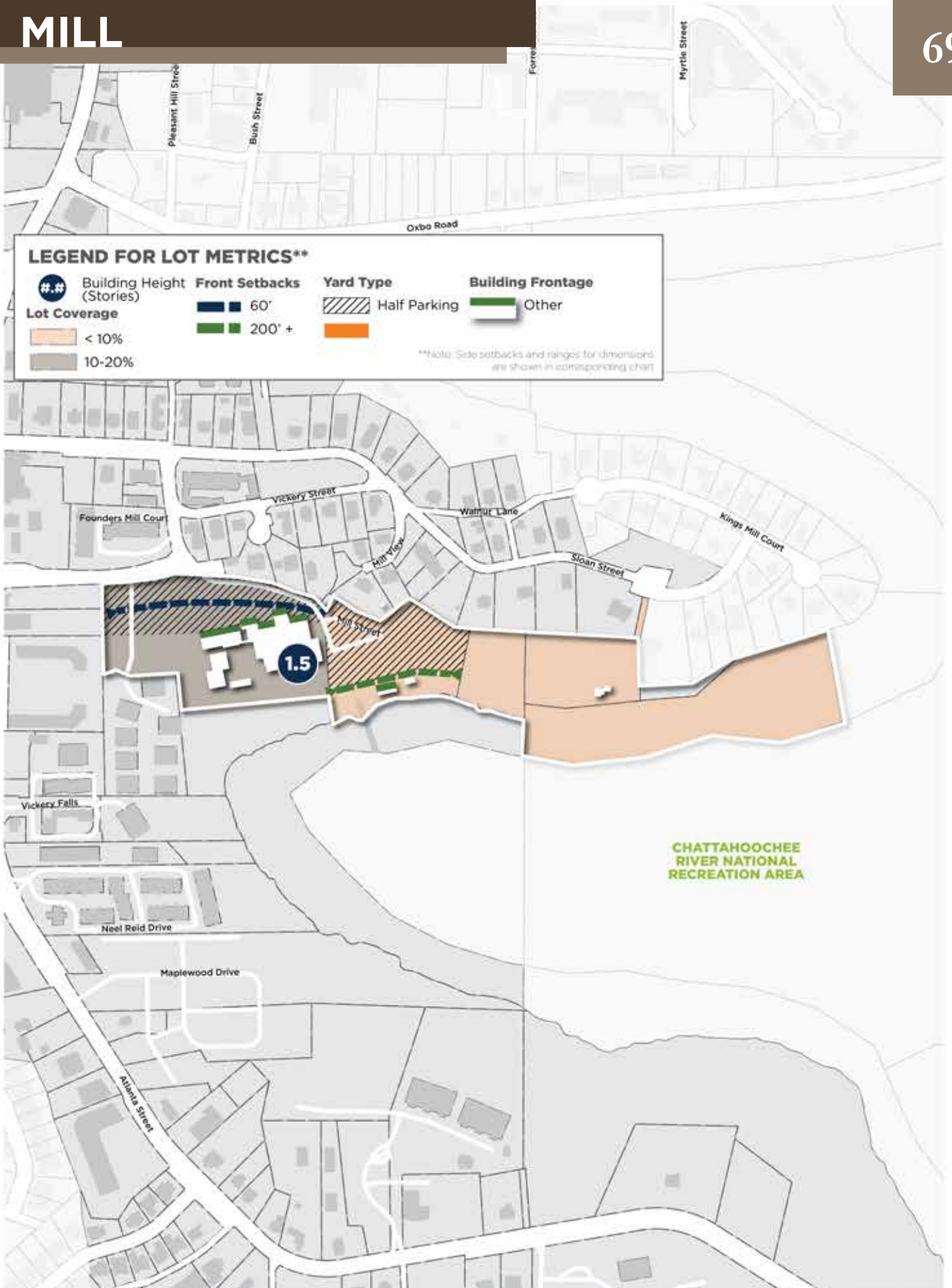
HIGHWAY 9 HOUSE



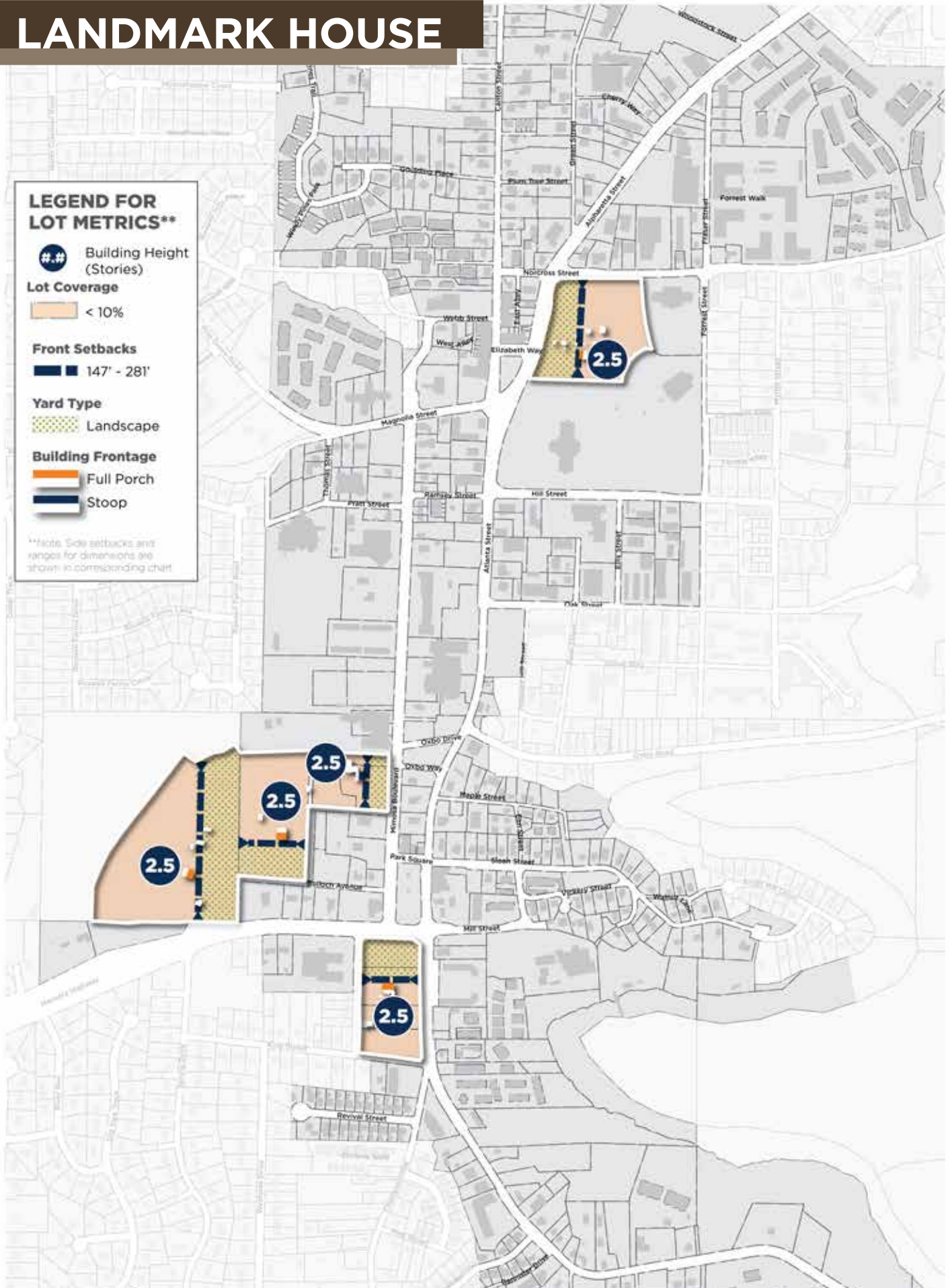


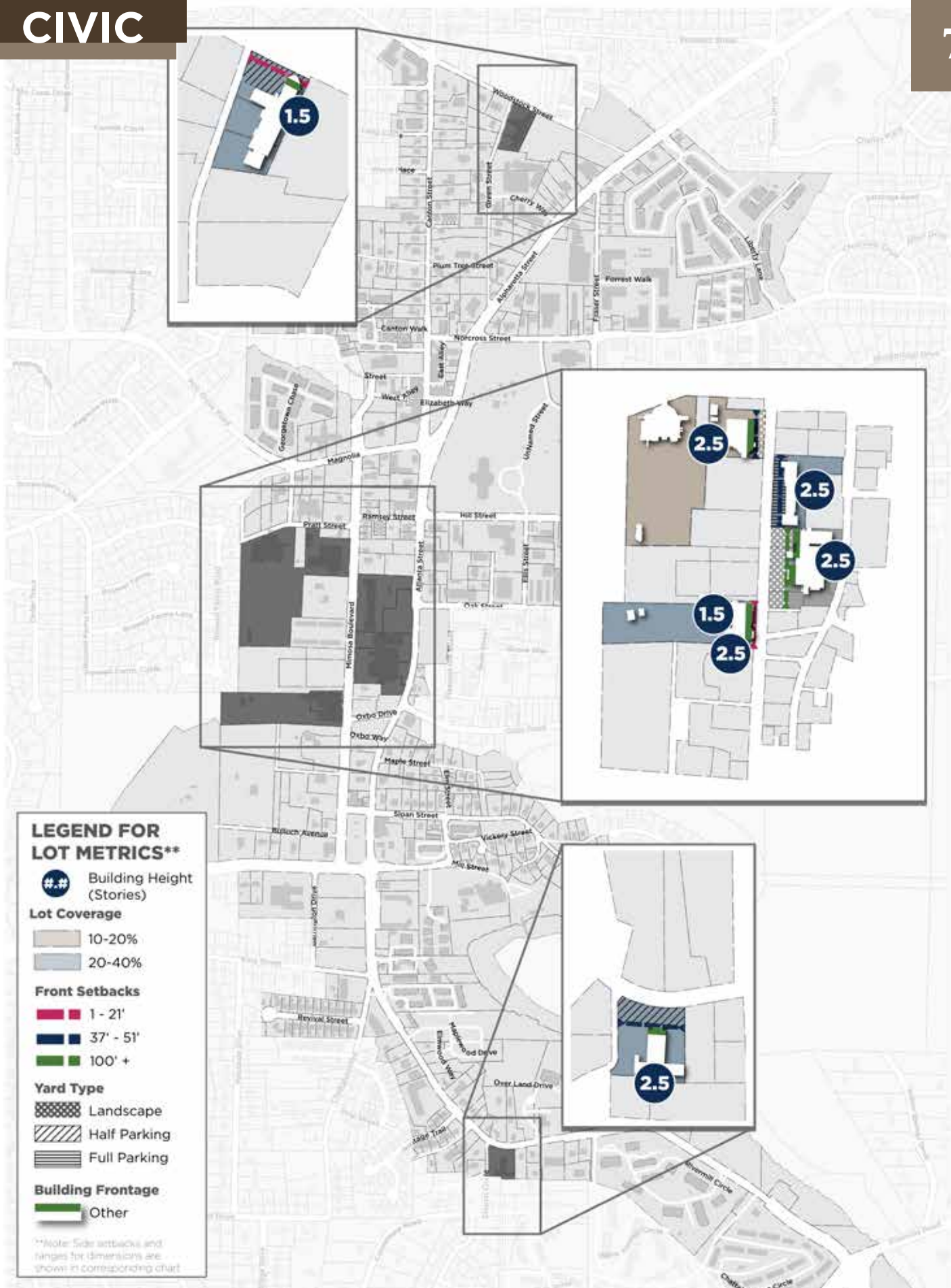
SHOPFRONT





LANDMARK HOUSE





LEGEND FOR LOT METRICS**

- #.#** Building Height (Stories)
- Lot Coverage**
 - 10-20%
 - 20-40%
- Front Setbacks**
 - 1 - 21'
 - 37' - 51'
 - 100' +
- Yard Type**
 - Landscape
 - Half Parking
 - Full Parking
- Building Frontage**
 - Other

**Note: Side setbacks and hinges for dimensions are shown in corresponding chart

Appendix

COMPATIBILITY RULE - PROCESS

As described in the public input results in Chapter 3: Public Outreach, the recommendations for historic compatibility went through multiple iterations, based on feedback from the Advisory Committee and public meetings, before the final recommendations were created. The pages in this section show test sites in the study area that were studied, and where compatibility would apply based on a 300' foot radius from historic buildings.

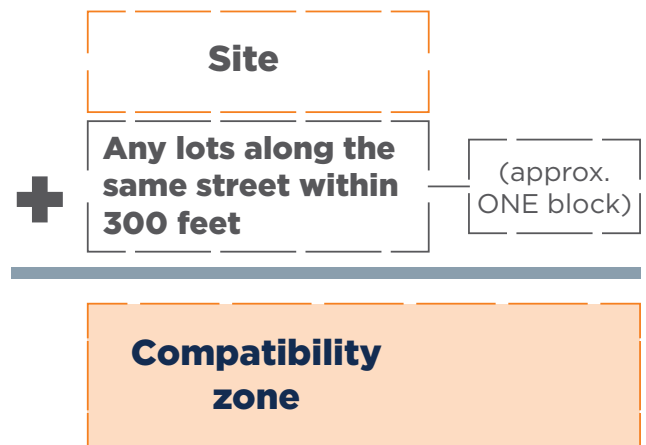
Compatibility Rule

The map to the right shows the first version of where compatibility rule would apply based on the locations of official historic buildings in the City of Roswell 2003 Official Historic Buildings map (referenced on page 10). In this version of the compatibility rule, lot metrics for redevelopment sites would be determined by existing historic patterns. These would include:

- Setbacks
- Building frontages (porches, stoops, outdoor dining, etc.)
- Landscape frontages
- Building types
- Building heights
- Roof form and pitch
- Materials

The UDC would have reflected a text change that noted where compatibility rule would apply. Applicants would need to document these metrics of all of the historic buildings within 300' of their development site. The rule would be most strict on the portion of the site along public streets (the compatibility zone), and no redevelopment could occur in front of existing historic buildings. The rear of the property would be subject to the current UDC.

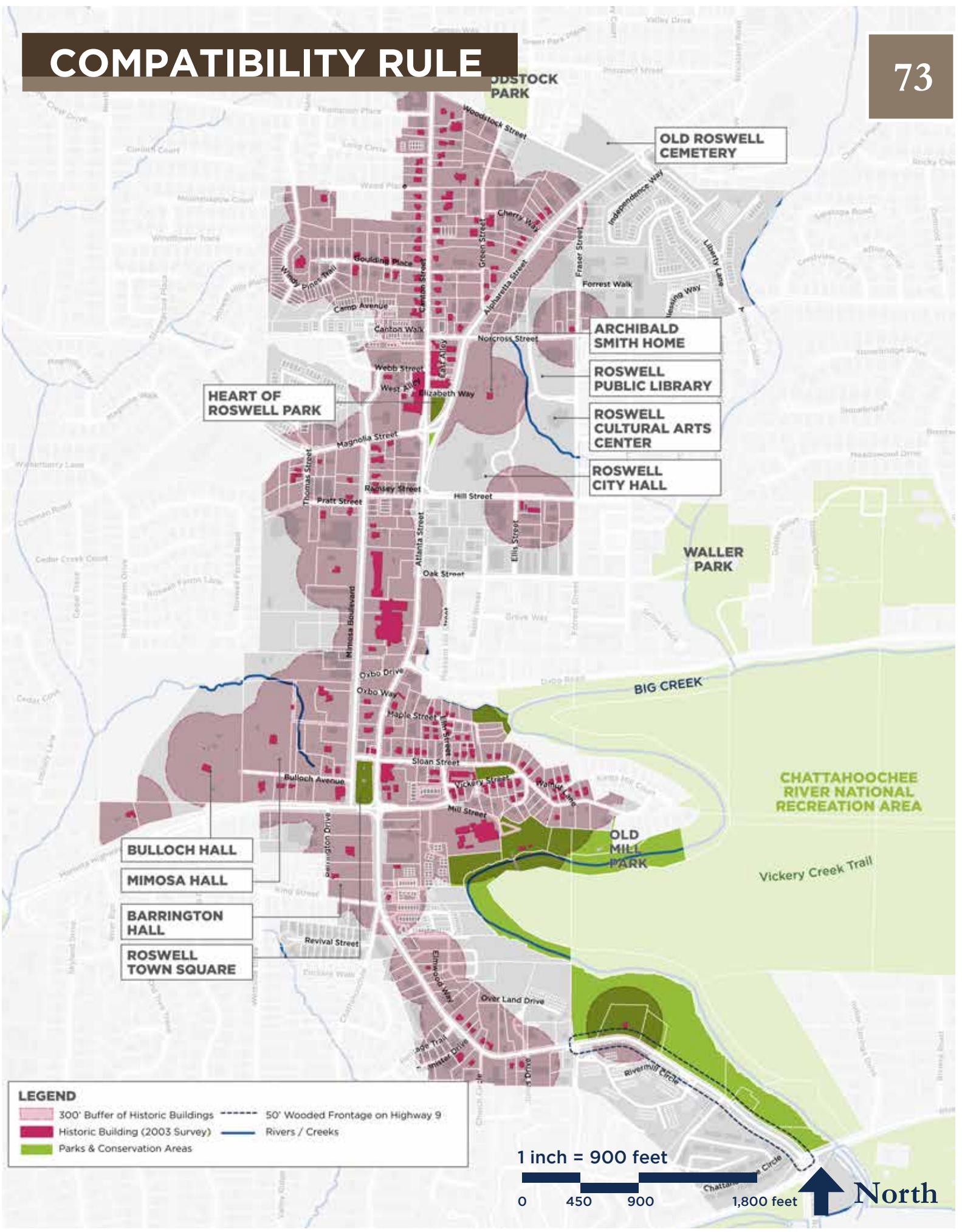
Requires compatibility with 2 or more “official historic buildings” within a “compatibility zone.”



Test Sites - Two Compatibility Options

At the final public open house, attendees were asked to provide feedback on two options for compatibility: 1. Compatibility Rule as previously defined, or 2. Compatibility Rule, except for building heights, which would be set. Test sites on the following pages show how these rules could be applied. The map on page 73 shows where concept plans and 3D diagrams were created.

COMPATIBILITY RULE



HEART OF ROSWELL PARK

OLD ROSWELL CEMETERY

ARCHIBALD SMITH HOME

ROSWELL PUBLIC LIBRARY

ROSWELL CULTURAL ARTS CENTER

ROSWELL CITY HALL

WALLER PARK

BIG CREEK

CHATTAHOOCHEE RIVER NATIONAL RECREATION AREA

OLD MILL PARK

BULLOCH HALL

MIMOSA HALL

BARRINGTON HALL

ROSWELL TOWN SQUARE

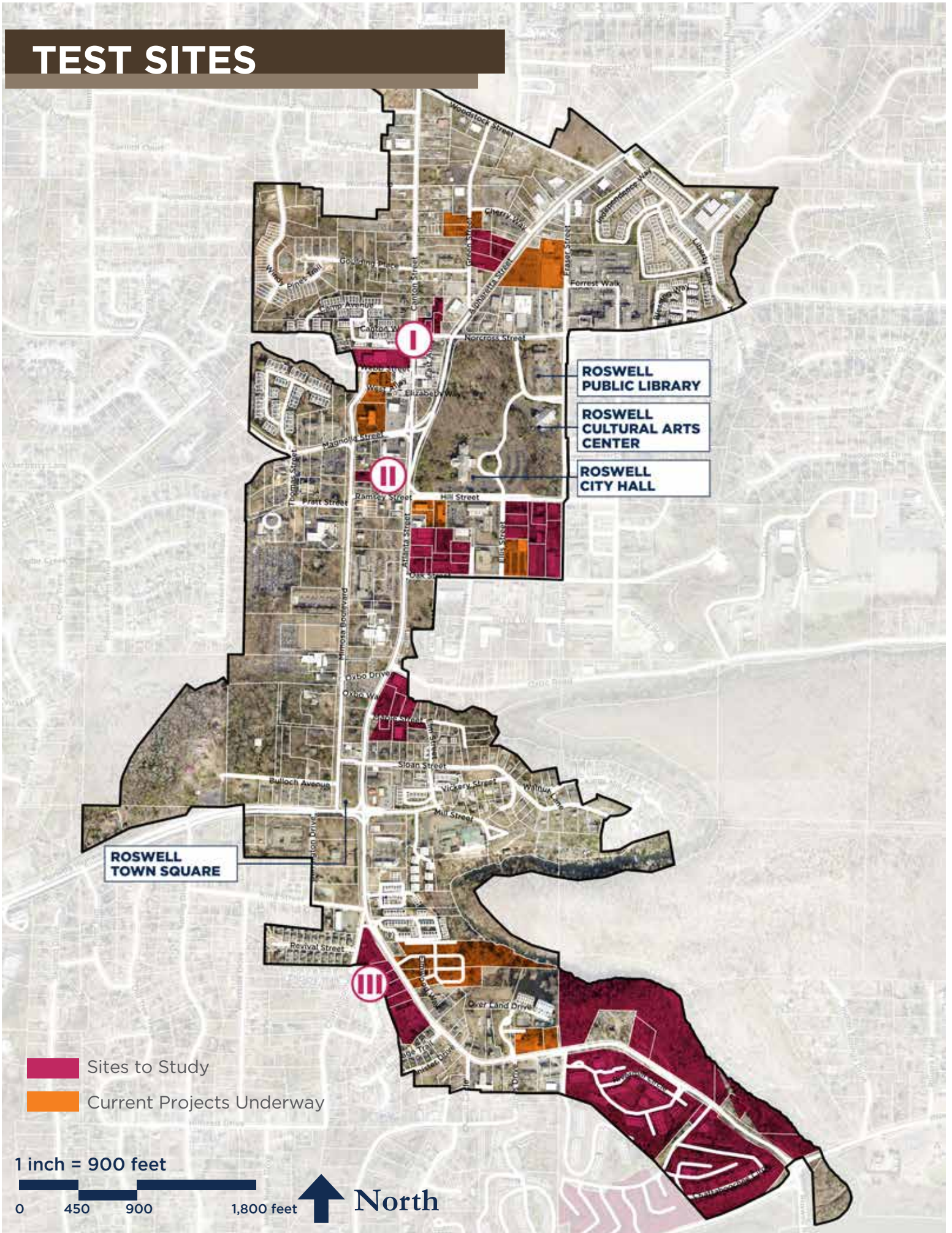
LEGEND

- 300' Buffer of Historic Buildings
- Historic Building (2003 Survey)
- Parks & Conservation Areas
- 50' Wooded Frontage on Highway 9
- Rivers / Creeks

1 inch = 900 feet



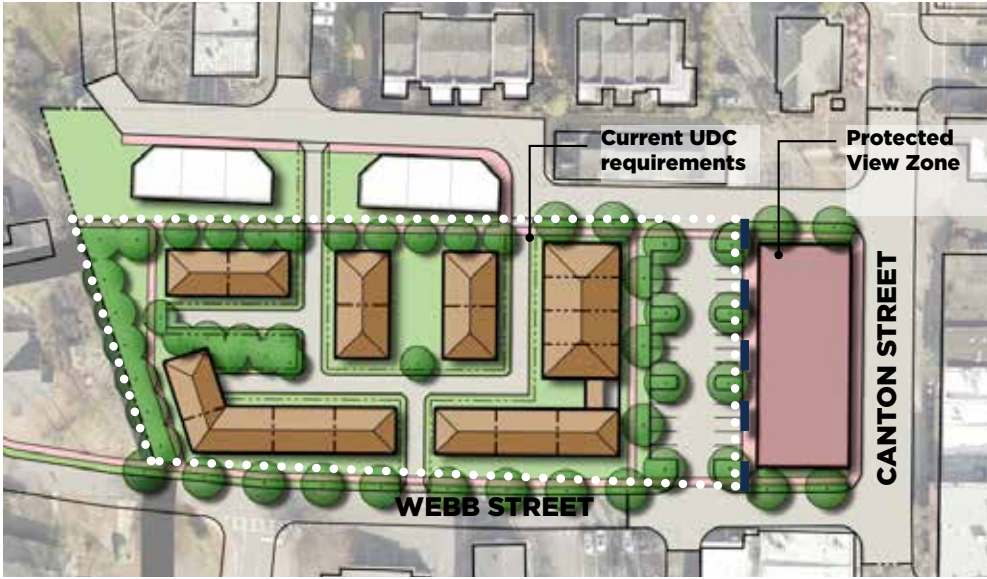
TEST SITES





CANTON STREET & WEBB STREET

CURRENT ZONING: DS (Downtown Shopfront)



SITE PLAN

- Mixed-use building in protected view zone based on official historic buildings within 300'
- Rear of property subject to current UDC requirements



OPTION 1A - COMPATIBILITY RULE

- One- and two-story mixed-use buildings in protected view zone based on official historic buildings within 300'
- Rear of property subject to current UDC requirements of max. 3-story buildings

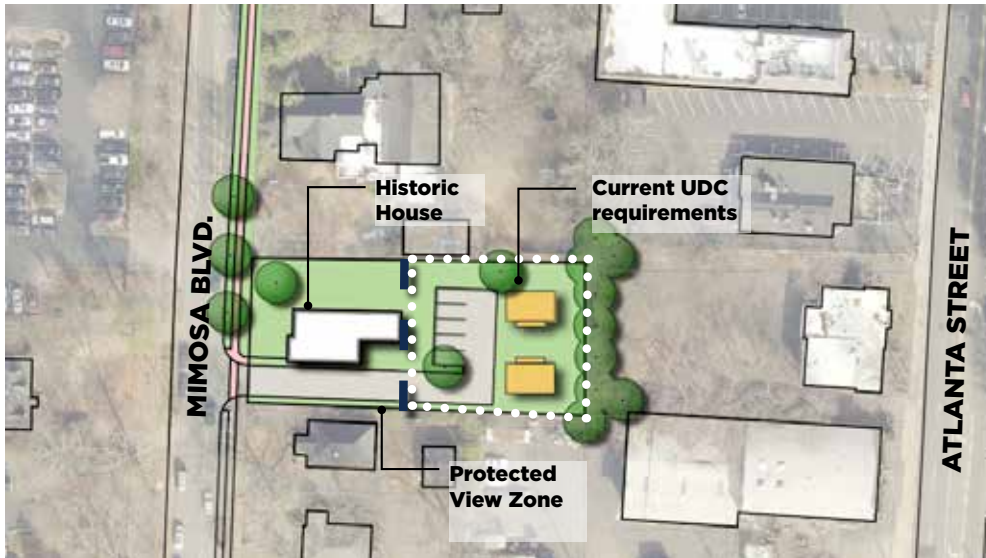


OPTION 1B - NO BUILDING COMPATIBILITY



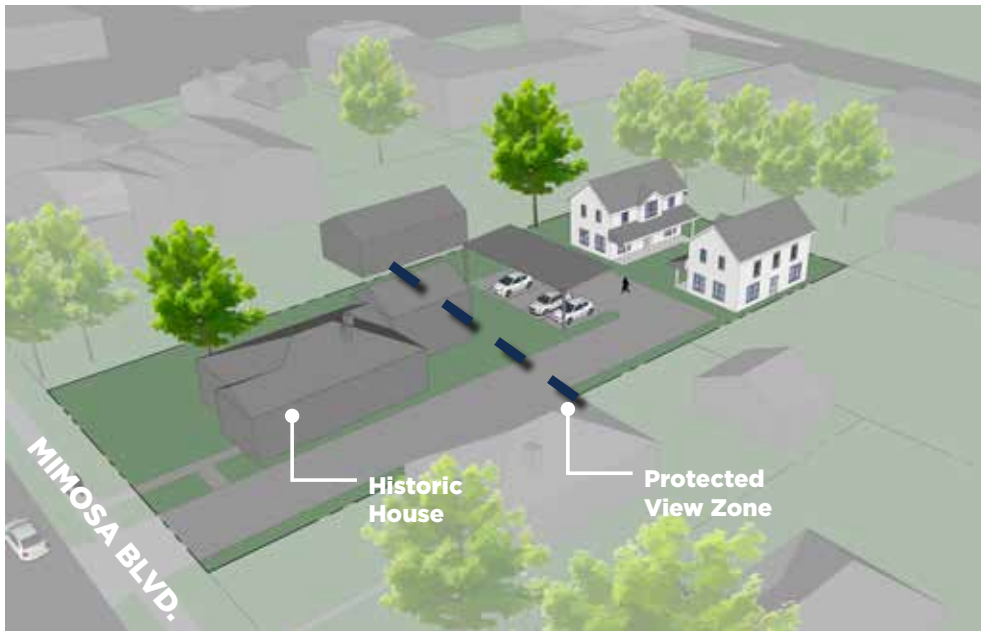
MIMOSA BOULEVARD

CURRENT ZONING: DH (Downtown House)



SITE PLAN - COMPATIBILITY RULE

- Historic house at the front - cannot develop in front of it
- Two houses in the rear subject to current UDC requirements



OPTION 1A - COMPATIBILITY RULE



HIGHWAY 9 (SOUTH ATLANTA STREET) & CHATTAHOOCHEE

CURRENT ZONING: DX (Downtown Mixed-Use)



SITE PLAN

- Mixed-use buildings in protected view zone
- Rear of property subject to current UDC requirements



OPTION 1A - COMPATIBILITY RULE

- All buildings in protected view zone are a 1.5-story tall commercial house building, based on official historic buildings within 300'
- Two-story buildings in rear subject to current UDC requirements

OPTION 1B - NO BUILDING COMPATIBILITY

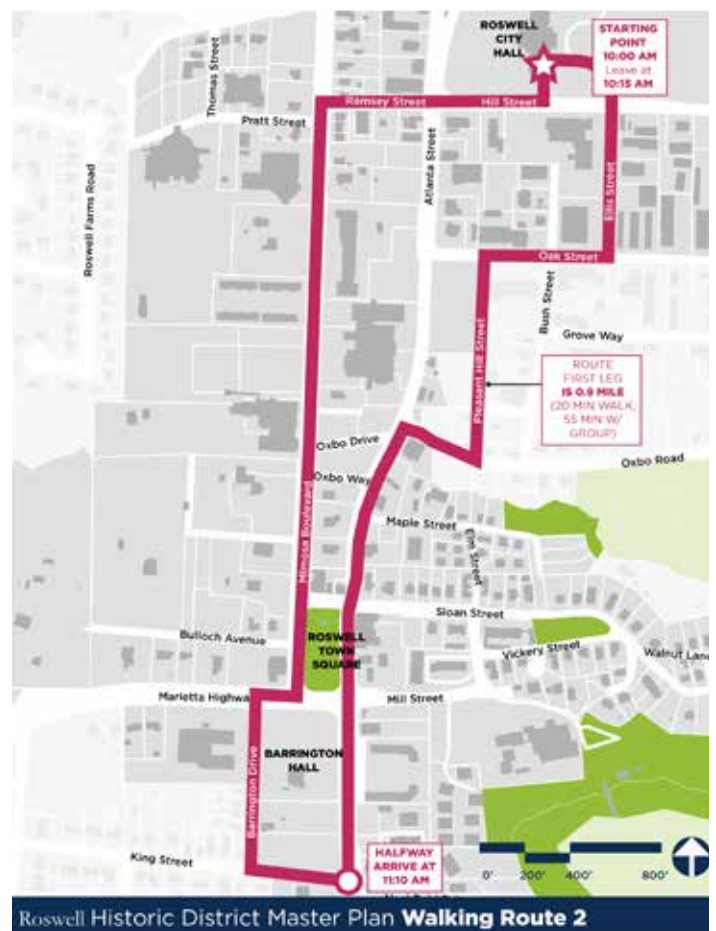
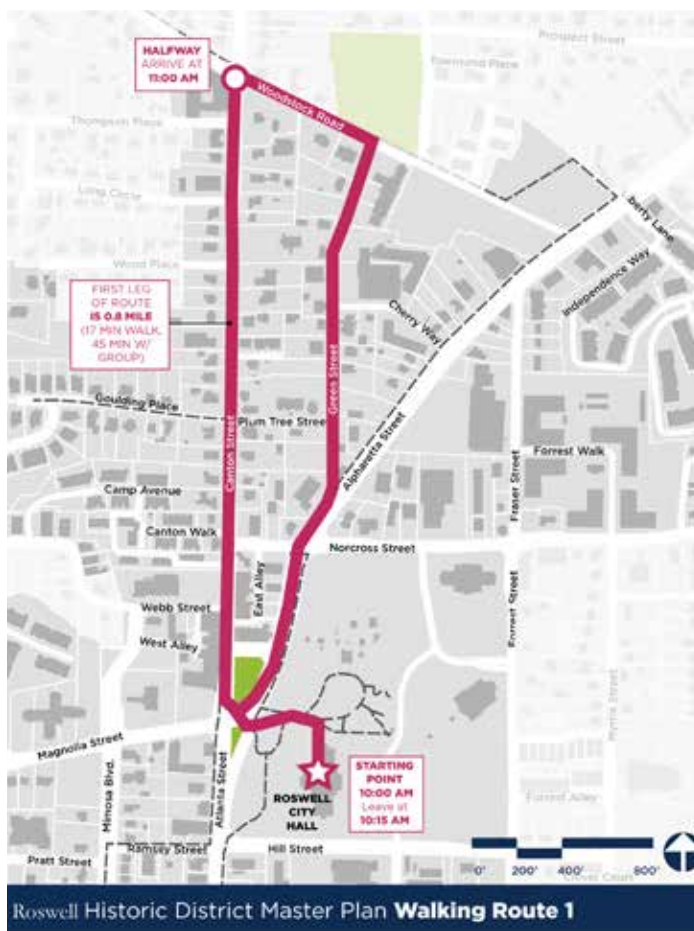
- Two-story mixed-use buildings in protected view zone
- Rear of property subject to current UDC requirements

Appendix

PUBLIC MEETING MATERIALS

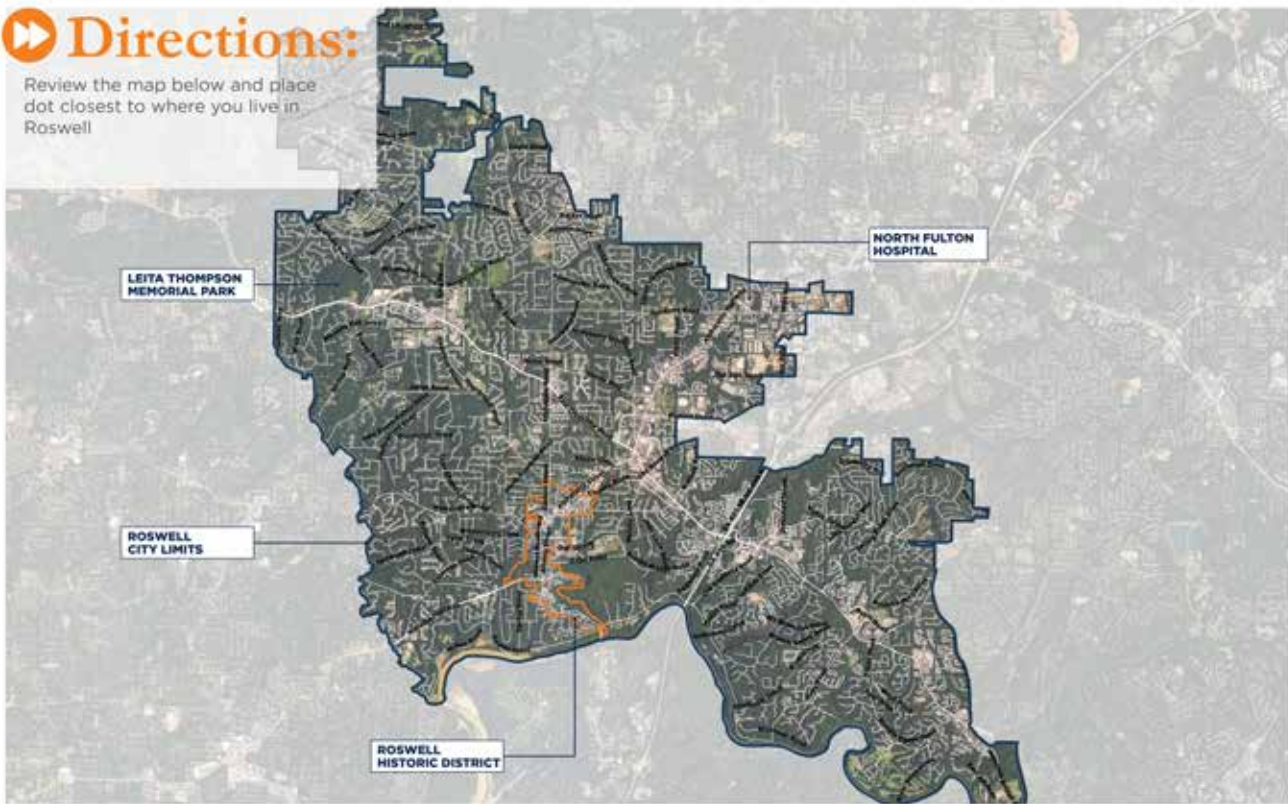
This section shows materials that were used at the charrette and public meetings to inform attendees about the recommendations and to receive feedback. Some materials are excluded because they are displayed and summarized in other chapters or sections of this appendix.

Walking Tour Maps - November 3rd & 4th, 2018



▶ Directions:

Review the map below and place dot closest to where you live in Roswell



WHERE DO YOU LIVE?

November 27th & 28th, 2018

TSW City of Roswell

▶ Directions:

- » Review the map to the right
- » Are there areas in the historic district where new development is more appropriate than others?
- » Mark these locations with a **green dot**

Comments?

What kind of development is appropriate in these locations? Write it on a post-it note, and place it below.



DEVELOPMENT PREFERENCES

November 27th & 28th, 2018

TSW City of Roswell

▶ Directions:

- Review the questions to the right
- Choose one answer per question, and place a **blue dot** in the chart.
- If your answer is "Other," write your ideas on a post-it note, and place it below in the appropriate box.

Q1 (Preservation) "Other" Responses:

Q1: Which of the following general statements most closely reflects your thoughts on **preservation, keeping in mind that there may be exceptions to this (Pick ONE)?**

We should PRESERVE ALL buildings in their original location.	We should PRESERVE ALL buildings but allow them to be moved.	We should NOT PRESERVE historic buildings.	OTHER

Q2 (Construction) "Other" Responses:

Q2: Which of the following general statements most closely reflects your thoughts on **new construction, keeping in mind that there may be exceptions to this (Pick ONE)?**

We should NOT ALLOW new construction.	We SHOULD ALLOW new construction that is compatible with existing historic patterns.	We SHOULD ALLOW new construction that is NOT compatible with existing historic patterns.	OTHER



PRESERVATION PREFERENCES

November 27th & 28th, 2018

TSW City of Roswell

TYPICAL LOT METRICS

Measured key lot elements for each historic pattern types:

- Lot Coverage** = Building SF / Lot SF
- Front Setback** = Distance from front building edge to ROW line
- Side Setback** = Distance from side building edge to property line
- Building Frontage** = Type (Porch, Half Porch, Stoop, Other)
- Yard Frontage** = Type (Landscape, Parking, Half Parking, Outdoor Dining, None)

LEGEND FOR TYPICAL PATTERN DIAGRAMS

- Landscape Yard Frontage
- Half parking Yard Frontage
- Front Setback Line
- Small Side Yard Setback Line

Landmark House

Element	Metric (typ.)
Lot Coverage	<5%
Front Setback Range	150' to 275' (Avg. 217')
Small Side Setback Range	50' to 300' (Avg. 240')
Building Height	2.5 stories
Building Frontage	Full Porch
Yard Frontage	Landscape

Canton House

Element	Metric (typ.)
Lot Coverage	10% to 20% (Avg. 14%)
Front Setback Range	36' to 56'
Small Side Setback Range	4' to 20'
Building Height	1.5 stories
Building Frontage	Porch or Half Porch
Yard Frontage	Landscape

Mimosa House

Element	Metric (typ.)
Lot Coverage	30% to 20% (Avg. 15%)
Front Setback Range	10' to 50'
Small Side Setback Range	5' to 12'
Building Height	2.0 to 2.5 stories
Building Frontage	Porch or Half Porch
Yard Frontage	Landscape

Highway 9 House

Element	Metric (typ.)
Lot Coverage	10% to 20% (Avg. 12%)
Front Setback Range	24' to 50'
Small Side Setback Range	2' to 14'
Building Height	1.5 stories
Building Frontage	Stoop (>50%)
Yard Frontage	Landscape (>50%)



HISTORIC PATTERNS

November 27th & 28th, 2018

TSW City of Roswell

DIRECTIONS:

- Review the photos on boards X through X and pay close attention to the architectural elements, placement, and use of each building.
- Place a **green dot** on the eight (8) images you think are **MOST APPROPRIATE** for Roswell and/or that capture the historical nature you want to continue seeing in Roswell's new development.
- Place a **red dot** on the two images you feel are **NOT APPROPRIATE** for Roswell.
- Choose wisely and selectively!



VISUAL PREFERENCE SURVEY

November 27th & 28th, 2018

TSW City of Roswell

SUMMARIZED DIRECTIONS

- 8 Place a **green dot** on images you think are **MOST APPROPRIATE** for Roswell. 2 Place a **red dot** on images you feel are **NOT APPROPRIATE** for Roswell.



VISUAL PREFERENCE SURVEY

November 27th & 28th, 2018

TSW City of Roswell

Charrette & Kick-off Meeting Boards - November 27th & 28th, 2018

SUMMARIZED DIRECTIONS

8 Place a **green dot** on images you think are **MOST APPROPRIATE** for Roswell. 2 Place a **red dot** on images you feel are **NOT APPROPRIATE** for Roswell.



VISUAL PREFERENCE SURVEY

November 27th & 28th, 2018

TSW City of Roswell

Steps for Compatibility

- 1 Establish the site's compatibility zone (see top right).
- 2 Identify Official Historic Buildings (must have 2 or more). If none, stop; the rule does not apply.
- 3 Analyze lot metrics of official historic buildings in the compatibility zone (see right).
- 4 Define the Public Frontage.



Sample Site A 970 Canton Street (1.81 acres)

- 1 Test Site
- 2 Official Historic Buildings
- 30' buffer
- Primary Street
- Compatibility Zone

Analysis of Official Historic Buildings in Compatibility Zone

Address of Site of Official Historic Building	Building Type	Building Height	Front Setback	Side Setback	Rear Setback	Building Footprint	Height Type	Lot Coverage
970 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%
972 Canton Street	Prison Jail Building	2.5	0	0	0	100%	None	100%
974 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%
976 Canton Street	Prison Jail Building	2.5	0	0	0	100%	None	100%
978 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%
980 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%
982 Canton Street	Prison Jail Building	2.5	0	0	0	100%	None	100%
984 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%
986 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%
988 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%
990 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%
992 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%
994 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%
996 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%
998 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%
1000 Canton Street	Commercial House	3.5	45'	10' and 15'	10'	100%	Height	100%
1002 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%
1004 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%
1006 Canton Street	Prison Jail Building	2.5	0	0	0	100%	None	100%
1008 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%
1010 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%
1012 Canton Street	Single-story Warehouse	12	0	0	0	100%	Height	100%

Construction in Site A's Public Frontage must conform to:

- Building Type: Shiplap or Mixed-Style Building
- Building Stories: 1 to 2 stories
- Primary Street Setback: 0'
- Secondary Street Setback: 0 to 1'
- Side Setback: 0' to 12'
- Front Setback: 0'



POTENTIAL COMPATIBILITY RULE (OPTION 1A) January 23rd, 2019

TSW City of Roswell

WORKSHEET 1 of 5

Directions:

- Review the maps showing the options for future development regulations (Compatibility Rule - Option 1A & Building Heights - Option 1B) on separate boards. They look like the ones to the right.
- Choose which approach you prefer, and mark an X or check mark below.
- If your answer is "Other," write your ideas in the box below.



Which approach to UDC regulations for future development do you prefer to use in the Roswell Historic District?

- Option 1A - Compatibility Rule for all site requirements
- Option 1B - Compatibility Rule for setbacks only; building heights determined by Character Area
- No Change
- Other (please write in box below)

I want something else....

*Results for Question 1 (Worksheet #1) and Question 27 (Worksheet #5) are shown on page 87. All others are indicated next to the question on the worksheet copies.

WORKSHEET 2 of 5

▶ Directions: Review the recommendations listed below. Do you agree with the recommendations? Circle YES or NO for each one. If you have comments, write them in the space below.

HISTORIC PRESERVATION

2. Continue to use type of the "compatibility rule" contained in the Historic District Design Guidelines to regulate architecture.

YES -26
NO -2
OTHER:

3. Update the Official Historic Buildings map.

YES -36
NO -2
OTHER:

4. Prohibit new buildings on a site from being in front of an official historic building (based on lot patterns as they exist today).

YES -35
NO -2
OTHER:

5. Preserve the wooded frontage along South Atlanta Street.

YES -31
NO -2
OTHER: -1

6. Restrict all exterior materials not subject to the compatibility rule to exterior materials found on historic buildings, subject to HPC review.

YES -30
NO -4
OTHER: -1

7. Require the preservation and re-planting of trees that are visible from the street.

YES -33
NO -1
OTHER: -1

8A. Establish historically-sensitive street light fixtures.

YES -36
NO -1
OTHER:

8B. Establish two lighting standards for street lights: 1. Historic District & 2. Groveway

YES -30
NO -5
OTHER: -2

9. Work with Georgia Power and other agencies to develop street light bulb standards that are compatible with the HD.

YES -36
NO -0
OTHER:

WORKSHEET 3 of 5

▶ Directions: Review the recommendations listed below. Do you agree with the recommendations? Circle YES or NO for each one. If you have comments, write them in the space below.

HISTORIC PRESERVATION

10. Encourage the use of public art and markers that tell the story of Roswell, including its different historic character areas and stories associated with specific sites.

YES -32
NO -3
OTHER: -1

11. Add signage and structures that indicate the Historic District and different areas of the HD.

YES -36
NO -2
OTHER:

LAND USE

12. Promote a balanced mix of commercial uses. (Not just restaurants, more office uses, grocery stores).

YES -38
NO -1
OTHER: -1

13. Provide housing options (not just townhouses, different prices, aging-in-place options).

YES -33
NO -3
OTHER:

14. Encourage "green buildings" and green energy (LEED-certification; solar energy; stormwater management practices).

YES -36
NO -1
OTHER: -2

PARKS & OPEN SPACE

15. Improve pedestrian lighting in public spaces throughout the Historic District.

YES -38
NO -1
OTHER:

15. Encourage environmentally-sustainable and green energy features in parks and open spaces (these can include stormwater management practices in stormwater planters, bioswales, and bio-retention areas; solar power; energy-efficient light fixtures).

YES -37
NO -0
OTHER: -1

TRANSPORTATION

17A. Make intersection improvements throughout the Historic District.

YES -34
NO -1
OTHER: -1

17B. Improve the intersection of Atlanta Street & Marietta Highway for pedestrians with extended pedestrian lights and new crosswalks

YES -36
NO -1
OTHER:

*Results for Question 1 (Worksheet #1) and Question 27 (Worksheet #5) are shown on page 87. All others are indicated next to the question on the worksheet copies.

WORKSHEET 4 of 5

Directions: Review the recommendations listed below. Do you agree with the recommendations? Circle YES or NO for each one. If you have comments, write them in the space below.

TRANSPORTATION

18. Improve the walkway between City Hall and Canton Street to encourage the use of the City Hall parking lot.

YES -34
NO -2
OTHER:

19. Permit the closure of Canton Street for events.

YES -36
NO -1
OTHER: -1

20. Create a trail system throughout the Historic District that connects the different areas to each other and to the CRNRA.

YES -32
NO -2
OTHER: -1

21A. Add new sidewalks and widen existing sidewalks.

YES -33
NO -3
OTHER: -5

21B. Widen the sidewalks and add buffers between the sidewalk and car lanes on Atlanta Street.

YES -31
NO -3
OTHER: -1

21C. Add new sidewalks and widen existing sidewalks between Canton Street and the Town Square and South Atlanta Street.

YES -30
NO -6
OTHER: -2

22. Make pedestrian improvements on Green Street (sidewalks, path between Green Street & Canton Street).

YES -31
NO -2
OTHER:

23. Add mid-block crossings on major corridors.

YES -31
NO -6
OTHER:

24. Implement traffic calming on Mimosa Boulevard.

YES -28
NO -6
OTHER:

25. Explore additional traffic calming on Canton Street.

YES -23
NO -11
OTHER: -1

26. Add streets to better connect the southern part of the Historic District.

YES -20
NO -9
OTHER: -4

WORKSHEET 5 of 5

Directions: Review the question below. Circle YES or NO for each option. If you have comments, write them in the space below.

The historic district has several types of historic buildings including houses, shopfront buildings, civic buildings, townhouses, and mills. It also has several other types that are not historic, including shopping centers, service stations, etc. Do you think that new buildings along a given street should have to match the historic building types around them in these areas:

- › Canton Street Character Area? YES NO
- › Highway 9 Character Area? YES NO
- › Mimosa Boulevard Character Area? YES NO
- › Mill Village Character Area? YES NO
- › Bulloch Hall Character Area? YES NO

Comments:

*Results for Question 1 (Worksheet #1) and Question 27 (Worksheet #5) are shown on page 87. All others are indicated next to the question on the worksheet copies.

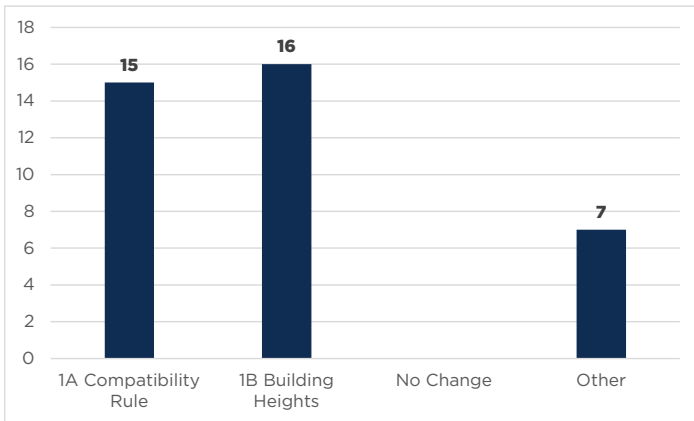
Public Open House Worksheets - Results

The following charts summarize the results on the worksheets from the Public Open House.

Worksheet #1, Question 1:

Which approach to UDC regulations for future development do you prefer to use in the Roswell Historic District?

- » **Option 1A - Compatibility Rule for all site requirements**
- » **Option 1B - Compatibility Rule for setbacks only; building heights determined by Character Area**
- » **No Change**
- » **Other (please write in box below)**



Worksheet #5, Question 27:

The historic district has several types of historic buildings including houses, shopfront buildings, civic buildings, townhouses, and mills. It also has several other types that are not historic, including shopping centers, service stations, etc. Do you think that new buildings along a given street should have to match the historic building types around them in these areas:

